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The first part of the paper discusses the importance of the study of the history of the English language. It is argued that the study of the history of the English language is not only a matter of academic interest, but also a matter of practical importance. The study of the history of the English language can help us to understand the development of the English language and to see how the English language has changed over time. It can also help us to understand the relationship between the English language and other languages, and to see how the English language has been influenced by other languages.

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HISTORY

OF

PORTLAND

OREGON

*WITH ILLUSTRATIONS AND BIOGRAPHICAL SKETCHES
OF PROMINENT CITIZENS AND PIONEERS*

EDITED BY
H. W. SCOTT

SYRACUSE, N. Y.
D. MASON & CO., PUBLISHERS
1890

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PREFACE.

Hitherto there has been no attempt to write a History of Portland. Slight sketches of the history of the city have, indeed, been written, but nothing that answers to the importance of the subject has heretofore been undertaken. For conception and execution of the present work the city is indebted to D. Mason & Co., a firm of enterprising publishers of Syracuse, New York. Learning that no general history of Portland had yet appeared, these publishers offered to undertake the work and to collect the materials for it. Aware, however, that it was necessary that these materials should be subjected to local editorial supervision, they requested me to perform that duty. Though my own daily employments were very exacting, I consented to do so. The result is now submitted to the public.

My own work therefore has been that of editor rather than author. Some parts of the book I have written, and all of it, except portions of the biographical matter, I have revised with as much diligence as possible. Yet I cannot hope that the book is free from errors. Much has been handed down from memory, and inaccuracies therefore are unavoidable.

Acknowledgments are due chiefly to O. F. Vedder, H. S. Lyman and C. H. Carey for the matter of this volume. All these have worked diligently in collection and preparation of the materials. The biographical matter has been contributed by many hands, and Mr. Vedder has bestowed much labor upon it. The special work of Mr. Carey is the important and exhaustive chapter on "Bench and Bar". Mr.

Lyman's work runs through a large part of the historical matter. The first chapter, which is devoted to the "Early History of Oregon", an excellent specimen of condensed historical writing, is chiefly by Mr. Vedder.

In preparation of a work of this kind it is easy to realize how much matter that we would have been glad to obtain has now forever escaped even the most active and diligent research. Yet a paragraph at the close of the history may be properly repeated here, namely: "This history of Portland is the product of research and labor extended in all directions that promised results; it is probably as complete as any that is likely to be prepared, and yet not so complete by any means as it would be, were it practicable to gather, to sift and to compare all facts of interest that are yet retained in the memory of living persons or set down in documents remaining in private hands. Unfortunately, the mass of these materials is beyond the reach of those who undertake to prepare a work like this, and writers or editor must be content with such records and recollections as can be gathered by diligence, through knowing that more has been missed than obtained."

Yet it is believed that we have here a history sufficiently full and accurate for preservation to future times of an intelligible account of the origin of Portland and of its growth to the proportions of a city.

H. W. SCOTT.

PORTLAND, June 1st, 1890.

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HISTORY OF PORTLAND.

CHAPTER I.


LEADING EVENTS IN THE HISTORY OF OREGON FROM THE EARLIEST EXPLORATION TO THE ESTABLISHMENT OF TERRITORIAL GOVERNMENT.

Voyages and Discoveries Along the North Pacific Coast—Conflicting Claims of Various Nations to the Country—Expeditions of Lewis and Clarke—Contest for Possession of the Country—Early Settlements—Efforts of Americans to Establish Trading Posts—John Jacob Astor and Astoria—Growth, Power and Purposes of British Fur Companies—Period of Joint Occupancy of the Territory—Oregon in Control of Hudson's Bay Company—Efforts to Secure American Settlers—Labors of Bonneville, Wyeth and Kelley—Advent of the Missionaries—Their Influence in Behalf of American Interests—Arrival of the Home Builders—Establishment of a Civil Government—Value of the Labor of the Oregon Pioneers—Creation of Oregon Territory.

BEFORE the first white settler had sought to secure a habitation in the forest which marked the site of the present city of Portland, the region of which it is now the commercial center had passed through the most interesting period of its history. The progress of civilization in this portion of the New World, covering a period of nearly half a century ante-dating the founding of the city, after many heroic sacrifices and struggles, had led to the peaceful conquest of a vast area and to the establishment of American supremacy. The successive steps which contributed to these results give to this region a unique place in our national annals, and it seems proper that a brief historical review of the period should precede the story of the city whose foundations were laid after the self-denial, energy and endurance of many men and women had opened the forest to the sunlight, and brought the country bordering on the Pacific under the influence of American institutions.

When a little more than a century ago the United States sprang into being as a nation, Oregon was known in name only, and that name was applied simply to a great river, which, from vague and indefinite reports, obtained from Indians and Spanish navigators, was said to flow westward from the Rocky Mountains to the Pacific Ocean. This river was known to Americans and Englishmen as the Oregon or River of the West, while the Spaniards called it variously Rio de Aguilar and Rio de las Reyes. At this time, the country north of California had no name by which it was distinctively known, and there is no certain record that any civilized man had ever placed foot on the soil of either Oregon or Washington. The North Pacific coast, however, had been visited as early as 1535 by a Spanish naval explorer, and from that time between long intervals down to the beginning of the present century, other Spanish, Portuguese, English and French navigators had sailed along the Pacific Coast, but the information they obtained was of the most vague and uncertain character.

It was left for an American to give the first information of value concerning the country north of California. This was Captain Robert Gray who, in May, 1792, in the American ship *Columbia*, discovered and entered the River of the West, which he ascended some twenty-five miles, bestowing on it the name of his vessel. This was the first discovery of the river and according to the custom of nations was a strong element in the title of the United States to all the country drained by it. A few weeks later Captain George Vancouver, in command of an English exploring expedition, having heard of Captain Gray's discovery, appeared at the mouth of the river, and sent one of his vessels, the *Chatham*, under the command of Lieutenant W. R. Broughton, into the river, and this officer ascended the river in a boat a distance of one hundred and twenty miles. The same year, Alexander MacKenzie, a member of the Northwest Company—a Canadian fur company—made the first overland journey from the East to the Pacific, reaching the ocean on the present coast of British Columbia. He discovered Fraser River, down which he passed in canoes a distance of two hundred and fifty miles. Upon his return home, learning that the Columbia had been discovered,



he supposed that the large river which he had followed so far southward must be that great stream. This error was not corrected until twenty years later, and the stream was then named in honor of Simon Fraser, who, in 1805, had established a post in that region for the Northwest Company.

These various sea and land explorations had proved three very important facts: First, that there was no water passage for vessels across the continent. Second: that by following the courses of streams and lakes, the overland journey could be nearly accomplished in boats. Third: that this vast unexplored region abounded in fur-bearing animals, a fact which led in a few years to its occupation by rival fur traders, both English and American.

At the beginning of the present century the territorial claims of the various nations to the Pacific Coast were exceedingly conflicting. Russia alone had a valid claim to Alaska, both by discovery and occupation, although no definite southern boundary had been fixed. Spain's claim to California was also undisputed, extending to the forty-second parallel. Between these two, England and Spain claimed title by right of discovery only, while the United States by reason of Gray's discovery of the Columbia, had laid the foundation for a claim to the whole region drained by that mighty river, a claim as yet unasserted, but which was pressed with much vigor a few years later. Besides these discovery rights, the Louisiana Province, which France had transferred to Spain in 1792 was construed by its possessor, or more accurately speaking, its technical claimant, to cover the whole region west of the Mississippi not claimed by the same nations as portions of Mexico and California. This title was reconveyed to France in 1800, thus putting that nation again in the field as a claimant of territory in the western portions of North America.

President Jefferson gave the first impulse to the movement to explore and perfect the title of the United States government in the region drained by the Columbia. He had been at Versailles when John Ledyard, who had accompanied Captain Cook's expedition in 1780 attempted to interest American and French capitalists in the Pacific fur trade. Jefferson, with his profound sagacity, became deeply

interested in the brilliant pictures of the wealth of this region as related by Ledyard, and he naturally preferred that to his own country should fall so magnificent an inheritance. Upon his return to America, in 1792, he endeavored to interest his countrymen in the project, but the United States were then perfecting their government and the regulations of national affairs required immediate and careful attention. Thus engrossed with great political questions, more than a decade passed before the people began to think of future acquisition of territory. When Jefferson became president in 1801, he had lost none of his former interest in the northwest territory and was more than ever convinced of the expediency of making explorations in the remote west, and of obtaining more valid claim to the region than then existed. Under his administration was negotiated, in 1803, the purchase from France of Louisiana and all of the territorial rights of that nation in North America. It is questionable, however, whether the French title added much strength to the claim of the United States to that region bordering on the Columbia River. From the Mississippi to the Rocky Mountains it was good enough as far north as the headwaters of the Mississippi, but west of the continental divide, the French claim rested upon the uncertain plea of "contiguity." This, however, the successors to the French claim made the most of in the subsequent controversy with Great Britain.

Immediately after the purchase of Louisiana, Congress, at the urgent request of President Jefferson, dispatched an exploring expedition under the command of Captain Meriwether Lewis and Captain William Clark. They left St. Louis in 1804 and returned in 1806, having twice traversed the distance between that city and the mouth of the Columbia. The result of their explorations had been awaited with much anxiety, and their return caused great rejoicing. "Never," says Mr. Jefferson, "did a similar event excite more joy throughout the United States. The humblest of its citizens had taken a lively interest in the issue of this journey and looked forward with impatience to the information it would bring." The journal of these explorers was soon published and widely read and for the first time something definite was known of the character of the country and the native tribes occupying it. The interest it awakened,

especially among the brave and daring Rocky Mountain trappers, hunters and traders was great, and gave them the first proof of the feasibility of making the journey to the Pacific shore by land.

When Great Britain became aware that the territory claimed by France in North America had been ceded to the United States, anxiety was felt by that government and such of its subjects as were personally interested, as to the policy to be pursued to establish the British title to the country on the Pacific Coast north of California. The Northwest and Hudson's Bay Companies were especially anxious as to the future of their interests in that region. The French and Spanish claims to the territory had been regarded as of little importance, but when they were transferred to a nation both able and anxious to perfect the title by reducing the country to actual possession and moreover were supported by the mere claims of discovery and occupation, the matter presented an entirely new aspect.

The race for possession by right of occupancy from this time on was prosecuted with vigor. Great Britain secured the first advantage in this direction. Simon Fraser, an English subject and agent of the Northwest Fur Company, established a trading post in 1805 at Fraser Lake, a few miles west of the point where Fraser River turns southward, bestowing the name of "New Caledonia" upon that region. At this time the Fraser, as before stated, was considered to be identical with the Columbia and the post was supposed to be on the great stream, for the possession of which America and England a few years later were to become vigorous contestants. This idea was soon afterwards proven to be erroneous, but the fact remains that the post was the first established by the subjects of either country west of the Rocky Mountains. The first American settlement was made by a man named Henry who, in 1808, founded Fort Henry on the headwaters of Lewis or Snake River, the first of any kind on a tributary of the Columbia. The next was made by Nathan Winship and William Smith, representatives of a Boston Company, who, in June, 1810, selected a spot on the south bank of the Columbia, forty-five miles from its mouth which they called "Oak Point." Here they made some preparation to found a settlement, but the annual freshet of the river forced them to abandon the

undertaking. They then selected a higher site further down the river, but signs of hostility on the part of the Indians led them to give up the effort, and they returned to Boston. Thus it will be seen that the first settlements on the Columbia were made by Americans, but they were unimportant links in the chain of evidence which proved the original occupancy of the territory by Americans, compared to the settlement established by the Astor party in 1811.

After the independence of the United States was acknowledged by Great Britain, American ships were for many years practically barred from British ports. In seeking new haunts of commerce they sailed into the Western Ocean and during the early part of the present century took the lead in the fishing and fur trade of the Pacific. They sailed along the entire northwest coast, collecting furs to exchange for the fabrics of China, having a monopoly of this business long before the Hudson's Bay Company had established headquarters in this region. In addition to the fur trade they supplied the Spanish and Russian settlements along the coast with American manufactured goods. In dealing with the natives, the conduct of certain of these traders brought them into disrepute. For furs they exchanged with the Indians whisky and fire arms. In this way several fierce tribes in the vicinity of the Russian settlements were furnished with deadly means of warfare and rendered dangerous and troublesome. Numerous complaints were made by the Russian government to the State Department, but the American traders were violating no law or treaty and the government could not interfere.

At this time John Jacob Astor was the central figure of the American fur trade, and being consulted about the matter, he proposed as a remedy that a permanent trading post be established at the mouth of the Columbia, that would be the headquarters for trade within the interior and along the coast, and that the business be concentrated in the hands of a company powerful enough to supercede the independent traders who had been the cause of irritation to Russia. To this plan President Jefferson and his cabinet gave their hearty approval. Thus encouraged by the government, Mr. Astor organized the Pacific Fur Company to carry out the enterprise which, while he believed it would be a highly profitable undertaking, he

intended should be purely American in character and of deep political significance. Although he was actuated by the idea of financial gain, there can be no doubt he was also animated by a patriotic desire to see the United States gain control of the region, and that he believed this end could be more surely gained by the establishment of a permanent trading settlement. He dispatched two expeditions to the mouth of the Columbia; one by sea, in the ship *Tonquin*, which arrived March 22, 1810, and one by land, under Wilson Price Hunt, which did not arrive until nearly a year later.

So on after the arrival of the *Tonquin*, the erection of a fort was begun on the south side of the river at a spot named "Point George" by Lieutenant Broughton. This they christened "Astoria" in honor of the founder and promoter of the enterprise. The name is perpetuated by the rise and growth of the thriving city which marks the spot where America first planted her foot upon the disputed territory of Oregon.

The Northwest Fur Company upon learning of Astor's plans, and realizing the strong hold the American Government would have upon the territory in dispute, should those plans succeed, sent a party overland to counteract them. But this party did not arrive until three months after the fort was built, and at once returned. The war of 1812 gave the English company another opportunity. A second party was dispatched overland, which reached Astoria in the spring of 1813, bringing intelligence of the hostilities and the disheartening fact that an English war vessel was on the way to capture the fort. Under stress of circumstances the entire stock of furs was sold to the agent of the Northwest Company. Three months later the fort was surrendered to the commander of the *Raccoon*, who had come for the purpose of capturing it. The American flag was lowered to give place to the British colors, and the name of Astoria was changed to Fort George.

The failure of Mr. Astor's plans in a national point of view was of much significance. It retarded the settlement of Oregon for many years. The maintenance of Astoria as a commercial point, such as Astor designed it should be, would have given the United States so strong a claim upon the country that little ground for contest of title would have remained for any other nation.

The American government made no effort to retake the captured fort until the close of the war of 1812, when, under the treaty of Ghent, which stipulated that "all territory, places and possessions, whatsoever, taken by either party from the other during the war, or which may be taken after the signing of the treaty, shall be restored without delay." Mr. Astor applied to the government for the restitution of his property, since he wished to resume operations on the Columbia River and carry out the plan of American occupation which had been so well begun. In July, 1815, notice was given the British government that steps would be taken to re-occupy the captured fort, but no official response was received. For two years no active measures were taken, but in 1817 the United States government despatched the war sloop *Ontario* to the Pacific, to receive the surrender of the fort in accordance with the terms of the treaty of Ghent. This brought matters to a crisis, and a spirited discussion of the subject of title to the country followed, involving the question of abstract rights by discovery and absolute right by possession, both parties claiming under both titles. The claim of the United States was four fold: First, as a portion of Louisiana, purchased from France in 1803; second, by right of discovery by the Spanish explorers Ferrelo in 1543, and later by Perez, Aguilar, Heceta, Bodega, Quadra, and others, the benefit of whose discoveries accrued to the United States by the Florida purchase made in 1819, though the title was not asserted in the first negotiations, as the settlement was made subsequent to the first temporary settlement; third, by the discovery of the Columbia River by Captain Robert Gray, in 1792; and fourth, by reason of the explorations of Lewis and Clark and the establishment of forts at Astoria and two other points by the Pacific Fur Company. It was denied that the sale of these forts under duress of threatened capture by a man of war was such as to affect the right of the United States to the benefits to be derived from settlements made by its citizens, especially since the terms of peace provided that the forts should be surrendered to the United States government. On the contrary, Great Britain claimed that the country north of the forty-second parallel was originally discovered by Francis Drake in 1578. To make this claim effective it was necessary to

deny that the prior voyage of Ferrelo had extended as far north as the Oregon line. Since the coast had also been explored by Cook and Vancouver, and had been visited by Meares and other English fur traders, all between 1775 and 1793, these facts were urged as supplementing the original discovery of Drake. It was also necessary to deny that Gray had discovered the Columbia River, and to do this it was claimed that the entrance of the river by him was but one step in a series; that the discovery was a successive one, participated in by Heceta, Meares, Vancouver, Gray and Broughton. Britain's claim by right of possession was based upon the establishment, in 1805, of a fort on Fraser Lake by an agent of the Northwest Company, and the purchase by the same company, of the property of the Pacific Fur Company. The Northwest Company then held possession of the Columbia region by means of forts at Astoria and other points along the river. With these rights and equities on both sides, a complete surrender by either was impossible, and after full discussion a treaty of joint possession for ten years was agreed upon, October 20, 1818, by which nominal possession of Astoria was given to the United States, but actual possession and ownership was to remain in the Northwest Company. "By this act," says Judge Deady, "the two high contracting parties virtually admitted to the world, that neither of them had any perfect or acknowledged right to any country westward of the Stony Mountains, or that at most, they had but a *claim* of right to some undefined part of that comparatively unknown region. This convention, apparently acting upon the admission that neither party had any definite right to the country and that like any other unsettled and unowned portion of the globe it was open to occupation by the first comer, expressly recognized the right of the people of both nations to occupy it, for the time being, at pleasure."

Thus was sanctioned that occupation of the country by Great Britain which was practically commenced in 1813 by the transfer of the property and business of the Pacific Fur Company to the Northwest Fur Company; and from that date until the government of the pioneers was established, trade, commerce and colonization were decidedly in favor of Great Britain. The English sought to occupy the country for the purpose of carrying on the fur trade with

the natives. It was to be kept from the plough and the sickle and preserved as a breeding ground for fur-bearing animals, except so far as the limited necessities or convenience of the fur traders might otherwise require. For several years the Northwest Fur Company was the dominant power in the country. Its operations were conducted on a thorough system by which it was soon developed into a powerful and wealthy corporation. All its managing agents were interested partners, who naturally did their utmost to swell the business. In the plenitude of its power,—about 1818,—it gave employment to two thousand voyagers, while its agents penetrated the wilderness in all directions in search of furs. Meanwhile the older Hudson's Bay Company was becoming a strong competitor for the possession of the fur regions of Oregon. The struggle for supremacy became very bitter. The two companies had grown too large to be tolerant of each other, and mutual hostility springing out of a fierce spirit of commercial rivalry finally led to a state of actual war in which each sought to destroy its competitor by actually killing the men and by exciting the Indians to do so. Parliament realizing the precarious state of affairs put an end to the bloody feud, in 1821, by consolidating the rival companies under the name of "The Honorable Hudson's Bay Company." By this measure was created an organization far more powerful than either had been before, and England gained a united and potent agent for the advancement of her interests in America.

A short time prior to consolidation the Northwest Fur Company established a post on the north bank of the Columbia, some miles above the mouth of the Willamette, which was christened Fort Vancouver. In 1823 the headquarters of the Hudson's Bay Company was removed from Fort George (Astoria) to Fort Vancouver, the latter being a more eligible and accessible point for sea-going vessels, and the center and natural converging point of trapping parties coming down the Columbia from the vast wilderness to the east. Here for full twenty years this great corporation held almost undisputed sway. It had its factors, agents, traders, voyagers and servants, all working in perfect harmony to advance the interests and increase the powers of this giant monopoly, and to destroy every competitor who

attempted to trade with the natives for peltries and furs. Its policy was one of uncompromising hostility toward every person or company who interfered with its traffic, or who questioned its exclusive right to trade with the natives within the territory of Oregon. It had at the time the treaty of 1846 was made, twenty-three forts and trading posts judiciously located for trading with the Indians and trappers in its employ. It had fifty-five officers and five hundred and thirteen article men under its control, all working together to maintain its supremacy and power. The Hudson's Bay Company and all of its servants within the limits of Oregon were, moreover, under the protecting care of the British government. Parliament, at an early day after the joint occupation of the country commenced, had extended the colonial jurisdiction and civil laws of Canada over all British subjects within the disputed territory. Magistrates were appointed to administer and execute those laws, who exercised jurisdiction in civil cases where the amount in controversy did not exceed £200 sterling, and in criminal cases the same magistrates were authorized to commit persons accused of crime and send them to Canada for trial. In all matters of mere police and trade regulation the company exercised an authority as absolute as that of the Czar of Russia, and flogging was a common punishment which any officer from the governor of the company down to the petty clerk of a trading fort might inflict upon any one of the rank and file of employees.

From 1823 to 1845 Dr. John McLoughlin¹ was chief factor of the Hudson's Bay Company west of the Rocky Mountains. He was, in many respects, a grand character, and time has proven how just

¹ Hon. William H. Rees, an Oregon pioneer of 1844, and personally acquainted with Dr. McLoughlin, in an address before the Oregon Pioneer Association in 1879, said of him: "Dr. McLoughlin was no ordinary personage. Nature had written in her most legible hand pre-eminence in every lineament of his strong Scotch face, combining in a marked degree all the native dignity of an intellectual giant. He stood among his pioneer contemporaries like towering old Hood amid the evergreen heights that surround his mountain home—a born leader of men. He would have achieved distinction in any of the higher pursuits of life. He was born in the District of Quebec, Canada, in 1784, of Scotch parentage, reared under the influence of the Anglican or Episcopal Church, of which he remained a member until November, 1842. At that date he became connected with the Catholic Church, of which he continued a devout communicant during the remaining years of his long

was his exercise of almost unlimited power. For more than two decades he did more than anyone else to preserve order, peace and good will among the conflicting and sometimes lawless elements of population, and well fitted was he to govern both by fear and love. So absolute was his authority that prior to the settlement of the Willamette Valley by Americans, no legal forms were thought necessary, except such as made by the company's grants, full power being given to the chief actor and council to try and punish all offenders belonging to the company or within the Hudson's Bay territory. Dr. McLoughlin settled all disputes, and the Canadians and other servants of the company yielded without question to his right to judge and punish. He was a strict and stern disciplinarian, yet his use of authority was rarely, if ever, abused. Purely personal interest would have led him to throw every obstacle in his power in the way of settlement of the country by American citizens, but his kindness of heart would not permit him to refuse aid to those in distress, and the early American emigrants found in him one who at the sacrifice of his own interest was ever ready to lend them assistance and protection. His humanity in this regard caused him to be misrepresented in England and brought him into so much disfavor with the Hudson's Bay Company that he was finally compelled to resign his position.

It has been deemed necessary thus fully to describe the great power and firm foothold secured in Oregon by the Hudson's Bay Company, in order to give an adequate idea of the great task which lay before any American company which might seek to compete with

and eventful life. Dr. McLoughlin had received a liberal education and was a regular bred physician, in stature above six feet, weighing some 250 pounds; his head was large, his commanding eye of a bluish gray, a fair florid complexion; his hair had been of a sandy color, but when I first met him at Vancouver, in the fall of 1844, then sixty years of age, his great, luxuriant growth of hair was white as snow. A business requiring a residence among the wild native tribes necessarily made the regulations governing the service of the company partake more of the martial than the civil law. Dr. McLoughlin was a strict disciplinarian and in his bearing decidedly military in suggestion; his standard of honor was unviolated truth and justice. The strong distinguishing traits of his character were true courage, a clear, quick perception and firm reliance. He never hesitated in taking upon himself great responsibilities when in his judgment occasion required it. The regulations of the

it in its chosen field. Long before the period of joint occupancy of the territory had expired British control had become well nigh complete. The interest of the United States had not been promoted in any way, except as already stated by the Florida purchase of 1819, which carried with it the Spanish title to the territory north of the forty-second parallel. In Congress, however, the Oregon question was spasmodically discussed and much correspondence passed between the two governments. The United States urged its Spanish title as its right to the country by original discovery, also that the mouth of the Columbia River was ours by dual right of discovery and settlement, and, therefore, following the general rule which had been observed by European nations in colonizing America, all the country tributary to the river and its confluents was also subject to our dominion. As the Columbia sweeps northward to the fifty-third parallel, it was urged that, by this title alone, the government had undisputed right to the whole region lying between the forty-second and fifty-third parallels. In 1820 Russia asserted exclusive title on the coast from the Arctic Ocean as far south as the fifty-first parallel; a claim which was protested by both England and the United States, but in the negotiations which followed, the Russian title was fully acknowledged by both governments, as far south as fifty-four degrees and forty minutes, which at once became the northern limit of the claim of the United States.

As the ten-year period of joint occupation drew to a close, new commissioners were appointed by the two governments to effect a settlement of title to the disputed territory, but after much discussion

Hudson Bay Company required its officers to give one year's notice of their intention to quit the service. This notice the Doctor gave at the beginning of 1845 and the following year established himself upon his land claim in Oregon City, where he had already built a residence, large flouring mill, saw mills and store houses. Having located his land claim in 1829, he first made some temporary improvements thereon in 1830. These enterprises gave to the pioneer town quite a business-like appearance at the time of my arrival in the country, and employment to quite a goodly number of needy emigrants. The Doctor's religion was of that practical kind which proceeds from the heart and enters into the duties of every-day life; his benevolent work was confined to no church, sect nor race of men, but was as broad as suffering humanity; never refusing to feed the hungry, clothe the naked and provide for the sick and toil-worn emigrant and needy settler who called for assistance at his old

they were unable to agree upon a boundary line, and, in 1827, a new treaty was signed extending the period of joint occupation indefinitely, to be terminated by either party upon giving one year's notice. Thus, again, the settlement of the question was left to time and chance.

In the meantime the British government, through the agency of the Hudson's Bay Company, had gained a tangible foot hold in Oregon by actual occupation, and so strong and powerful was this company that it crushed all effort at competition. A few American fur traders did make the attempt to contest the field with the great English corporation, but through lack of unity of purpose and combination of capital they were driven to the wall. The first of these American traders was J. S. Smith, agent of the Rocky Mountain Fur Company, who, with several associates, came in 1825. He and his party were attacked by the Indians, a number were killed and the venture proved, in every way, unsuccessful. Smith was followed by a second party of American trappers led by Major Pitcher. They came in 1828, but shared the same fate as their predecessors, all but three of them being murdered by the Indians. The next band of American trappers was led by Edwin Young, who, a few years later, became one of the first and most energetic settlers in Oregon. In 1831 the old American Fur Company, which had been so long managed by Mr. Astor, established trading posts in Oregon, at which time the Rocky Mountain Fur Company was also operating in this field. Strong rivalry sprang up between the two companies, which was intensified in 1833, by the appearance of two other competitors in the persons of Captain B. L. E. Bonneville and Nathaniel J. Wyeth.

Vancouver home. Many were the pioneer mothers and their little ones whose hearts were made glad through his timely assistance, while destitute strangers, whom chance or misfortune had thrown upon these then wild inhospitable shores, were not permitted to suffer while he had power to relieve. Yet he was persecuted by men claiming the knowledge of a christian experience, defamed by designing politicians, knowingly misrepresented in Washington as a British intriguer, until he was unjustly deprived of the greater part of his land claim.

Thus, after a sorrowful experience of man's ingratitude to man, he died an honored American citizen, and now sleeps upon the east bank of the Willamette, at Oregon City, in the little yard which encloses the entrance to the Catholic Cathedral, beneath the morning shadow of the old gray cliffs that overlook the pioneer town of the Anglo-American upon the Pacific Coast ; here resting from his labors

Captain Bonneville was a United States army officer, who had been given permission to lead a party of trappers into the fur regions of the Northwest, the expedition being countenanced by the government only to the extent of this permit. His object, as given by Irving, was: "To make himself acquainted with the country, and the Indian tribes; it being one part of his scheme to establish a trading post somewhere on the river (Columbia), so as to participate in the trade lost to the United States by the capture of Astoria." He and his companions were kindly received by an officer of the Hudson's Bay Company, but when Captain Bonneville asked for supplies, and his heretofore genial host was made aware of the intention to found a rival trading post on the Columbia, "he then" says Bonneville, "assumed a withered up aspect and demeanor, and observed that, however he might feel disposed to serve him personally, he felt bound by his duty to the Hudson's Bay Company to do nothing which should facilitate or encourage the visit of other traders among the Indians in that part of the country."

Bonneville returned home without establishing a post, but in the following year again visited the Columbia River country with quite a large force of trappers and mountain men and an extensive stock of goods for traffic with the Indians. But the Hudson's Bay Company's officers had instructed the Indians not to trade with the new comers, and they refused to have anything to do with the Americans. Thus hemmed in and unable to carry on trade Bonneville was forced to abandon the field and leave the English company practically in undisputed possession.

Nathaniel J. Wyeth, a Boston merchant, was another unsuccessful contestant with the Hudson's Bay Company. With eleven men he made the trip overland to Vancouver in 1832. But he had the misfortune to lose his supply ships containing all of his goods while on

within the ever moaning sound of the mighty cataract of the beautiful river, while the humble stone that marks his grave bears this simple inscription :

DR. JOHN MCLOUGHLIN,

DIED

September 3rd, 1857, Aged 73 Years.

The Pioneer and Friend of Oregon, also the Founder of this City.

the way around Cape Horn, and thus being without means to carry on business he returned east. Two years later he organized the Columbia River Fishing and Trading Company, with a view of continuing operations on the Pacific Coast under the same general plan that had been outlined by Astor, adding, however, salmon fishing to the fur trade. Despatching the brig *Mary Dacres* for the mouth of the Columbia loaded with necessary supplies, he started overland with sixty experienced men. Near the headwater of Snake River he built Fort Hall as an interior trading post, and on Wapatoe Island near the mouth of the Willamette he established Fort Williams. Like his predecessor, Bonneville, he found the Indians completely under the control of the Hudson's Bay Company and it was impossible to establish business relations with them. This fact, including a scarcity of salmon in the Columbia River for two successive seasons, as well as ungenerous treatment on the part of his own countrymen engaged in the fur trade, induced him in a spirit of retaliation upon the American traders, after an experience of three years, to sell Fort Hall to the British Company.

The two rival American fur companies were consolidated in 1835, as the American Fur Company. To this company and to a few independent American trappers, after the retirement of Bonneville and Wyeth, was left the work of competing with the English corporation. For a few years the unequal struggle was continued, but eventually the Hudson's Bay Company almost wholly absorbed the trade.

While we have been tracing the unsuccessful attempt of the American fur traders to gain a foothold in Oregon, it must be borne in mind that it was not the first effort after the failure of the Astor party to secure the occupation of the country by American settlers. As early as 1817, Hall J. Kelley, of Boston, began to advocate the immediate occupation of the Oregon territory. He became an enthusiast upon the subject and spent his time and considerable money in promoting a scheme for emigration to the country. In 1829 he procured the incorporation, by the commonwealth of Massachusetts, of "The American Society for the Settlement of the Oregon Territory." This society presented a memorial to Congress in 1831, setting forth that it was "engaged in the work of opening to a civilized

population that part of Western America called Oregon." The memorialist state that: "They are convinced that if the country should be settled under the auspices of the United States of America, from such of her worthy sons who have drunk the spirit of those civil and religious institutions which constitute the living fountain and the very perennial source of her national prosperity, great benefits must result to mankind." They further stated: "that the country in question is the most valuable of all the unoccupied portions of the earth," and designed by Providence "to be the residence of a people whose singular advantages will give them unexampled power and prosperity."

Congress, however, busy with other political abstractions did not even take the time to investigate or in any way encourage this scheme of colonization. In fact the conduct of the national legislature all through the early struggle for the acquisition of the Oregon territory was halting and dilatory; and had Congress been solely relied upon, Oregon might have become a dependency of Great Britain. The society, however, having constituted Mr. Kelley its general agent, continued its efforts despite the indifference of Congress. In 1831, Mr. Kelley published a pamphlet entitled: "A General Circular to all Persons of Good Character who wish to Emigrate to the Oregon Territory," which set forth the general objects of the society. The names of thirty-seven agents are given in the pamphlet, from any of whom persons desiring to become emigrants to Oregon under its auspices might obtain the proper certificate for that purpose. These agents were scattered over the Union. One of them was Nathaniel J. Wyeth, whose unfortunate fur and fishing ventures have been related. The expedition was to start from St. Louis in March, 1832, with a train of wagons and a supply of stock. Each emigrant was to receive a town and farm lot at the junction of the Columbia and Multnomah Rivers and at the mouth of the former, where seaports and river towns were already platted.

But the scheme bore no immediate fruit. The failure of Congress to take any action in the matter destroyed its force as an organized effort, and only two of its original promoters, Mr. Kelley and Mr. Wyeth ever visited the scene of the proposed colony. Nevertheless

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the agitation of the project brought the country favorably before the public, and here and there set certain special forces and interests in motion, which in due time materially aided the consummation for which Mr. Kelley and Mr. Wyeth so devoutly wished and so long labored. Although their efforts proved financial failures they were not without results conducive to American occupation. Several of the persons who accompanied Wyeth as well as those who came with Kelley, remained and were the beginning of the independent American settlers in the country.

Among them were the well known names of Edwin Young, James A. O'Neil, T. J. Hubbard, Courtney M. Walker and Solomon Smith, all of whom afterwards exerted a positive influence in favor of American interests. There were also two men of French descent—Joseph Gervais and Etienne Lucier, who had come out with Wilson P. Hunt's party and whose sympathies were American. All told, in 1835, aside from the missionaries, there were about twenty-five men in Oregon who were favorable to the United States.

To Wyeth's expedition must also be given the credit of bringing the first missionaries to Oregon. In his supply ship, the *Mary Dacres*, came Rev. Jason Lee, Rev. David Lee, Cyrus Shephard and P. L. Edwards. They were sent out by the missionary society of the Methodist Episcopal Church to establish mission stations among the Indian tribes on the Pacific Coast. They established the first station in Oregon in the Willamette Valley, about ten miles below where Salem now stands. Their professed object in coming to the country, as may be said of those of other religious denominations who followed them, was purely a religious one—to convert the Indians to the christian faith—rather than to occupy the country and establish therein an American community. They were not the sort of men who ordinarily develop the resources of a country, but a combination of circumstances ultimately made them of great advantage to the early pioneers and of great benefit to the country. The missionary stations they established became points for future American settlement and trade. When they found their missionary labors among the Indians were attended with but scanty harvest, the secular spirit became strong, and gradually the desire grew

among them to become a permanent colony rather than remain mere sojourners among the Indians. "Before long," says Judge Deady, "they began to build and plant as men who regarded the country as their future home. They prospered in this world's goods and when the emigration came flowing into the country from the west, they found at the Willamette Mission, practically an American settlement, whose influence and example were favorable to order, industry, sobriety and economy, and contributed materially to the formation of a moral, industrious and law-abiding community out of these successive waves of unstratified population."

The effective force of the Methodist Missions was increased from 1834 to 1840 by the arrival of Rev. A. F. Waller and wife, Rev. G. Hines and wife, Rev. L. H. Hudson and wife, George Abernethy and wife, H. Campbell and wife, and Dr. J. L. Babcock and wife. Most of those named came in 1840 by sea, around Cape Horn. By their arrival the character of the Mission underwent somewhat of a change. It assumed more of the character of a religious community or association, than of simple missionaries, actuated by the zeal of its founders to preach the Gospel to the heathen. They saw the necessity of devoting more of their time to the interest and welfare of the white settlers than to the Indians. They began to look upon the country as an inviting one for settlement, for trade, for commerce, and to make permanent homes for themselves and their children. Schools were established and churches were built by them, and thus a nucleus for a colonial settlement was created, which in later years was of essential benefit to the community at large.

The Methodist missionaries were followed by Presbyterian ministers, in 1837, who, sent out by the American Board of Foreign Missions, came across the Rocky Mountains and remained among the Indians east of the Cascade Mountains. At their head was Dr. Marcus Whitman, who took up his residence among the Cayuse Indians at Wailatpu, in the Walla Walla Valley. His co-laborers were Rev. H. H. Spalding and W. H. Gray, who were stationed among the Nez Perces Indians, at Lapwai, and among the Flatheads at Alpona. The first two brought their wives with them, they being the first women who crossed the plains. Two years later Rev.

Cushing Eells and Rev. Elkanah Walker and their wives established another mission among the Spokane Indians in the vicinity of Fort Colville. Of these missionaries Dr. Whitman was the one at this time most thoroughly alive to the importance of securing Oregon as an American possession against the claims of Great Britain. He was intensely American in all his feelings; a man of indomitable will and perseverance in whatever he undertook to accomplish, whom no danger could daunt and no hardship could deter from the performance of any act which he deemed it a duty to discharge. Gray gave up the mission work in 1842 and settled in the Willamette Valley, and was one of the most active supporters of American interests, and a determined promoter of the organization of the provisional government.

In 1838 the Roman Catholics entered the field. The representatives of this church leaned to British interests, and made their headquarters at Vancouver. Their influence and teachings among the people were naturally in favor of the authority and interest of the Hudson's Bay Company. They discouraged the early attempt at the formation of a government by American settlers in the country, but submitted to it when established. They pursued their missionary labors zealously throughout the entire region dominated by the Hudson's Bay Company, and founded subordinate missions in many widely separated localities. Between them and the Protestant missionaries bitter hostility soon sprang up, and the ignorant savage was pulled hither and hither and given to understand that he was the bone of contention between the two religions, the representatives of each declaring by word and deed that the other was false. In the work of proselyting the Catholics were the more successful, and the Protestant missions, as such, were discontinued within ten years.

The Catholic missionaries devoted their time not only to the Indians, but ministered to the Canadian French, who, after leaving the Hudson's Bay Company, settled in the Willamette Valley and on the Cowlitz. The Willamette Falls was selected by the company in 1829 as a place of settlement for its retired servants. It had previously been the policy of the company not to permit settlements to be made by their servants whose term of service had expired, since they deemed

such settlements detrimental to the preservation of the region as a fur-producing wilderness. But the company was bound under heavy penalties not to discharge any of its servants, even after they could render no service, and was therefore forced to provide homes for them where they could to a degree be self-supporting. They were still retained on the company's books as its servants, and still inclined, as British subjects, to uphold and maintain the supremacy of Great Britain in the country where they lived. The settlement at Willamette Falls did not prosper, and a few years later it was abandoned. The ex-servants then located near Champoeg, in Marion County, and became quite a flourishing colony, and there their descendants live to the present day, useful and industrious citizens.

At the close of 1837 the independent population of Oregon consisted of forty-nine souls, about equally divided between Missionary attaches and settlers. With but few exceptions, the arrivals during the next two years were solely of persons connected with the various Missions whose advent has already been noted. The settlers who followed then were moved by no religious incentive. Some were independent trappers from the Rocky Mountains, who had become enamored of the beautiful Willamette valley, and had come here to settle down from their life of danger and excitement. Some of them were sailors, who had concluded to abandon the sea and dwell in this land of plenty, while still others were of that restless, roving class, who had by one way and another, reached this region in advance of the waves of emigration which swept into it a few years later. Including the arrivals of 1840, among whom were Dr. Robert Newell and Joseph L. Meek, there were in the Fall of that year (exclusive of the officers and employees of the Hudson's Bay Company), one hundred and thirty-seven Americans in Oregon, nearly all in the Willamette Valley, about one-third of whom were connected with the Missions in some capacity. There were also sixty Canadian settlers, former employees of the Hudson's Bay Company, who had left the service of the company and settled in the Willamette Valley, and who eventually cast the weight of their influence on the side of the independent American settlers, as those unconnected with either of the Missionary societies or Hudson's Bay Company were called.

Up to 1839, the only law or government administered in this region, was the rule of the Hudson's Bay Company, but in that year, deeming that there should be some authority that settlers would respect, the Methodist Missionaries appointed two persons to act as magistrates. This, the independent settlers acquiesced in, although it had been done without their co-operation or consent. So far as the latter class were concerned they were, through the inattention and neglect of Congress, absolutely without government or laws of any kind. The Missionaries had rules and regulations established by themselves which governed them in their social intercourse with each other, and united them in a common cause for their mutual protection. But the independent settlers had not even that security for their lives or their property. By their own government, which ought to have thrown around them its protecting care, they were treated literally as political outcasts, nor was Congress unaware of their condition. On January 28, 1839, Hon. Lewis F. Linn, one of the United States Senators from Missouri, and the most zealous and indefatigable champion of the American settlers in Oregon and of the claims of the United States to the Oregon Territory, presented to the Senate a petition of J. L. Whitcomb and thirty-five other settlers in Oregon, which in simple and touching language set forth the conditions of the country, its importance to the United States, its great natural resources and necessity of civil government for its inhabitants. The settlers thus plead with the Nation's Representatives:

"We flatter ourselves that we are the germ of a great State, and are anxious to give an early tone to the moral and intellectual character of our citizens—the destiny of our posterity will be intimately affected by the character of those who emigrate. * * * But, a good community will hardly emigrate to a country which promises no protection to life or property. * * * We can boast of no civil code. We can promise no protection but the ulterior resort of self defense. * * * We do not presume to suggest the manner in which the country should be occupied by the government, nor the extent to which our settlement should be encouraged. We confide in the wisdom of our national legislators and leave the subject to their candid deliberations."

The petition concluded by urging the necessity of assumption of jurisdiction of the territory by the United States, and of the inauguration of energetic measures to secure the execution of all laws affecting Indian trade and the intercourse of white men and Indians. "The security" said the petitioners, "of our persons and our property, the hopes and destinies of our children, are involved in the objects of our petition."

This petition was read, laid on the table and neglected. In June, 1840, Senator Linn again presented a memorial signed by seventy citizens of Oregon, praying Congress to extend Federal jurisdiction over the territory, in which the government was warned that the country is too valuable to be lost, that attempts were being made by the rival nations to reduce it to possession, and that appearances indicated British intent to hold exclusively the territory north of the Columbia. Then modestly invoking the attention of Congress to the region because of its national importance, they concluded with this patriotic prayer: "Your petitioners would beg leave especially to call the attention of Congress to this, our condition as an infant colony, without military force or civil institutions to protect their lives and property and children, sanctuaries and tombs, from the hands of uncivilized and merciless savages around them."

"We respectfully ask for the civil institutions of the American Republic—we pray for the high privileges of American citizenship; the peaceful enjoyment of life; the right of acquiring, possessing and using property and the unrestrained pursuits of rational happiness."

This memorial, like the preceding one, was laid on the table and forgotten by a majority of the Senators to whom it was addressed. Senators Linn and Benton almost alone remained the true and tried friends of Oregon. The former, during three terms of Congress had not only introduced and urged consideration of bills for the purpose of extending the jurisdiction and laws of the United States over the territory of Oregon, but had also urged the passage of bills granting donations of the public lands in Oregon to citizens who had settled there. He did not live to see the measures he had so zealously advocated become laws, but eight years after his death the legislative

Assembly of Oregon, in a spirit of gratitude and out of affectionate regard for his memory gave his name to one of the largest and most productive counties in the territory.

Why Congress suffered the petitions of the settlers in Oregon to lie unheeded, why it failed to protect them by extension of laws over the territory, as the English government had done for British subjects, must remain a matter of conjecture. But it must be borne in mind that at this time, in the judgment of many of the leading men of the day, Oregon was regarded as valueless and unpractical for American settlement. Statesmen and publicists had been wont to speak derisively of the idea that American civilization would press westward of the Rocky Mountains and secure a foot hold on the shores of the Pacific. Among the first recognition on the part of Congress of such a country as Oregon, which occurred in 1825, on the introduction of a bill by Mr. Floyd, of Virginia, "authorizing the occupation of the Oregon river," Senator Dickinson, of New York, assailed the measure in a sarcastic speech in which he claimed that it would never become a State, that it was 4650 miles from the seat of the Federal Government, and that a young and able-bodied senator might travel from Oregon to Washington and back once a year, but he could do nothing more. He closed his speech with the remark: "as to Oregon Territory, it can never be of any pecuniary advantage to the United States,"—a conclusion which subsequent events and the present situation and prosperity of the State prove him to have been little of a sage and a miserable failure as a prophet. As late as 1843, when Senator Linn's bill was introduced in the senate of the United States, providing for granting land to the inhabitants of Oregon Territory, a senator said, in the discussion of the bill: "For whose benefit are we bound to pass this bill? Why are we to go there along the line of military posts and take possession of the only part of the territory fit to occupy—that part lying upon the sea coast, a strip less than a hundred miles in width; for, as I have already stated, the rest of the territory consists of mountains almost inaccessible, and low lands covered with stone and volcanic remains; where rain never falls except during the spring, and even upon the coast no rain falls from April to October, and for the

remainder of the year there is nothing but rain. Why, sir, of what use will this be for agricultural purposes? I would not for that purpose give a pinch of snuff for the whole territory. I would to God we did not own it. I wish it was an impassible barrier to secure us against intrusion of others. This is the character of the country." This extract will give an idea how dense was the ignorance concerning Oregon less than half a century ago by a man presumptively of more than average reading and information.

But a new force was about to appear on the scene that was to demonstrate the falsity of the ideas held by many pretentious and assuming statesmen; that was to prove that the 3,500 miles of land lying between the nation's capital and the mouth of the Columbia could be traversed by the ordinary means of conveyance; that was to settle the question of America's right to the country, and force Congress to extend the protection and blessings of our form of government over all the great country lying between the two oceans. It was the home-seeking emigrants, with their wives and children, flocks and herds, who in wagon trains began to make the long pilgrimage across the plains. This movement, on the basis of any magnitude did not begin until after 1840. Then began that steady stream of young, vigorous life which has annually flowed into Oregon for nearly half a century, the end of which will not be seen for many years. Deep causes existed, which moved this living stream to force its way across rocky barriers and arid plains. Very naturally the movement began in the region then known as the West, and had its greatest strength in Missouri, Illinois and Iowa. Trappers returning to St. Louis had sung the praises of the lovely and fertile valley of Willamette, where winter was unknown and the grass remained green all the year round. The Western frontiersmen caught up the refrain as it passed from cabin to cabin, and in a few years the tale was an old one to the pioneers of the West. The panic of 1837 and the consequent stagnation of business, had produced a feeling of despondency in the West, and especially in the States named where there was no market for stock or produce; where credit, public and private was destroyed, and a large number of persons were looking anxiously about for means of subsistence. This state of things

helped very much to turn the public attention to Oregon. Moreover, the publication of a book by Dr. Parker, a missionary who visited Oregon in 1835, a historical and descriptive work by John Dunn, of the charming narratives of *Bonneville* and *Astoria* by Washington Irving, and of a letter written by Robert Shortess, who had come out in 1839, were well calculated to fill the minds of the romantic and adventurous with an interest in the country and a desire to make the marvelous journey across the plains.

Moved by the impulses just recited, the first regular emigration began the long journey to Oregon in the Spring of 1841. It consisted of one hundred and eleven persons. In the Fall of the same year, twenty-three families from the Red River settlement of the Hudson's Bay Company came out and settled on Cowlitz Prairie, some of them locating later in the Willamette Valley. These were brought out as an offset to the American settlers, but they were too few in numbers to stem the tide setting Americanward, and were overwhelmed by the American emigration of the next few years.

In 1842, the first regular emigrant wagon train started for Oregon, consisting of sixteen wagons and one hundred and nine people. No wagon wheel had ever cut the sod of the country over which they proposed to go, and the region through which they must pass was practically unknown as a route for wagons. With infinite difficulty the party advanced as far as the old trapping rendezvous on Green River, where half of the wagons were dismantled. The other half were taken as far as Fort Hall on Snake River, where they were abandoned, owing to the deep-rooted belief that wagons could not be taken through the Snake River Canyon and Blue Mountains. In the train was Dr. Elijah White, who had spent three years in Oregon in connection with the Methodist Mission, and had now secured the appointment of Indian Agent for the region West of the Rocky Mountains. Among others were the well remembered names of A. L. Lovejoy, L. W. Hastings, Medorum Crawford, J. R. Robb, F. X. Matthieu, Nathan Coombs, T. J. Shadden, S. W. Moss and J. L. Morrison, all of whom deserve to be placed in the front rank of Oregon's pioneers. Lovejoy was a lawyer from Boston—the first lawyer in the colony—and was prominent in its affairs

for the next twenty years, while Crawford afterwards held various positions of honor and trust under the National and State governments.

The year 1842 also witnessed the first successful attempt at independent trade in Oregon. In July of that year, Captain John H. Couch brought the ship *Chenamus* into the Willamette River with a cargo of goods from Boston, which he placed on sale at Willamette Falls. Prior to this event the Hudson's Bay Company and the Mission had a monopoly of the mercantile business in Oregon. Couch was so well pleased with the country that he gave up the sea and settled in it. Couch's addition to the city of Portland is built upon the land claim taken up by him in 1845.

Wherever the American citizen goes he carries with him the great fundamental principle of representative democratic government, and no better example of this great fact can be cited than the conduct of the early settlers of Oregon. Hardly had the first pioneers erected a shelter from the inclemency of the season, when, true to their American instincts, they missed and at once desired to supply the protection afforded by civil institutions. Too weak for self-government, naturally they turned to the United States Congress to supply their first necessity. Their petition of 1838, is an admirable argument for the principle that good order can only be assured by a "well judged civil code." In 1840, they eloquently lamented that they were without protection which law secured. Their appeals ignored by their government, they turned to themselves, to each other, and at once agitated the question of establishing a temporary government.

The first effort looking toward the organization of a civil government was made in 1841, at Champoege, which at the time was the seat of the principal settlement in the Willamette Valley. It originated among the members of the Methodist Mission, and for that reason did not have the cordial support of the independent settlers. The movement failed, and although several causes contributed to this result, the main reason was the unpopularity of its chief promoters among those Americans disconnected with the missions. At this time, says an early pioneer, the people of Oregon were divided

into two great divisions with reference to their allegiance—citizens of the United States and subjects of the British sovereign. Among the people there were three classes—the officers of the Hudson's Bay Company, who were considered the aristocratic English class; the missionaries, who were regarded as the American aristocrats, while the third class was composed of the "common people" of both nationalities, who refused to accept the social position assigned to them. Thus jealousies and prejudices were engendered, which required time, association and a feeling of mutual dependence to obliterate.

During the year 1842 the subject of establishing a civil government continued to be agitated by the members of the Methodist Mission. They invited their fellow residents of foreign birth to join them in the work as they had done in 1841, but were met with persistent refusal. Although these efforts of the missionaries proved utter failures, yet the independent settlers were by no means discouraged or despondent; they merely waited for a convenient opportunity to take the matter into their own hands. This occurred in February, 1843, when a meeting was called ostensibly for the purpose of taking measures to protect the herds of the settlers from the depredations of wild animals, but actually the object of the meeting was more for the purpose of concerting measures for the formation of some kind of civil government. At this meeting a committee was appointed to give notice to the people that another meeting would be held in March; and fearing that a full attendance would not be secured unless the object was one in which all had a common interest, it was not disclosed that any action was intended except to devise means to rid the country of destructive animals. At the March meeting the real purpose was revealed by the adoption of a resolution providing "that a committee be appointed to take into consideration the propriety of taking measures for the civil and military protection of the colony." This committee composed of Dr. J. L. Babcock, Dr. Elijah White, James A. O'Neil, Robert Shortess, Robert Newell, Etienne Lucier, Joseph Gervais, Thomas J. Hubbard, John McKay, W. H. Gray, Solomon Smith and George Gay, agreed upon a plan of government, and called a general meeting of the citizens at Champoeg, May 2,

to consider their report. At this meeting the report of the committee, after much canvassing, was adopted by a vote of 52 yeas to 50 nays. Before adjourning, the meeting set the new government in motion by electing a Supreme Judge, sundry subordinate officers, and a Legislative Committee of nine persons, namely: Robert Moore, Robert Shortess, Alanson Beers, Thomas J. Hubbard, Wm. H. Gray, James A. O'Neil, Robert Newell, David Hill, and William P. Dougherty, to prepare and report the necessary laws for the new government, to be submitted to a vote of the people on the 5th of July. This first Legislative Committee duly performed the work assigned, and articles of compact and a code of laws, were ratified by the people in convention assembled on the day named. The following preamble to the organic law states fully and clearly the object which animated the settlers, viz.:

"We, the people of Oregon Territory, for the purpose of mutual protection, and to secure peace and prosperity among ourselves, agree to adopt the following laws and regulations, until such time as the United States of America extend their jurisdiction over us."

The bill of rights adopted guaranteed all the great safeguards of individual liberty, freedom of conscience, the habeas corpus and trial by jury. The duty of encouraging morality, religion and knowledge by the support of schools was recognized. Good faith to the Indians was to be observed, and the territory was forever dedicated to freedom by the adoption of the ordinance of 1789. The executive power was reposed in an Executive Committee of three, two of whom were a quorum. The law-making power was continued in the Legislative Committee of nine, and a judiciary constituted, consisting of a Supreme Court, Probate Court and justices of the peace. A whole system of laws was adopted in the most original manner. Certain laws and parts of laws of Iowa were declared to be the statute laws of Oregon by the mere recital of the act by title, or the section of the act, giving the page quoted. A land system, militia law and other necessary measures were duly adopted. The finances of the government were provided for by the unique and very original plan of private subscription. Not only did the pioneers deem the consent of

the governed an essential thing, but each citizen enjoyed the privilege of saying how much he would contribute, how much restraint he would tolerate by becoming a part of the government.

Thus, while Oregon was claimed and partially occupied by the British, a government was begun that, in form and spirit, was purely American. It was this act on the part of the American residents in Oregon which settled the question of our right to the country, and won back for the United States the title to the disputed territory, which national diplomacy had well nigh lost. The attention of the whole country was soon directed to the little republic, which the American pioneer had established on the Pacific, and none of the public men now thought of surrendering the country to the control of Great Britain, while a great political party at its national convention, in 1844, declared our title to Oregon to be "clear and unquestioned."

Every step leading up to the establishment of provisional government was opposed by the influence of the Hudson's Bay Company and the British subjects generally, although chief factor, McLoughlin, was ready to enter into a compact or domestic treaty for the regulation and adjustment of all points of dispute or difference which might spring up among the residents; indeed they admitted that it was time to establish some rules based upon public opinion, decidedly expressed, for the maintenance of good order and individual rights, but they felt apprehensive for themselves and their interests in placing extensive law-making power in the hands of a legislative body composed of men actuated by a desire to secure the territory as a possession of the United States. This feeling, the organizers of the provincial government finally overcame, by wise and prudent conservatism and consistent democratic recognition of manhood, regardless of nativity, and all the settlers in Oregon, whether American citizens or British subjects, were soon united in hearty support of the new government.

Before the close of 1843 some eight hundred emigrants poured into Oregon. The causes which had prompted the immigrations of 1841 and 1842 had become more potent and widespread than ever in 1843. Senator Linn was pressing his "Oregon Bills" upon the attention of Congress, one of which provided for the donation of public

lands to all who might settle in Oregon,—his idea being that a liberal immigration alone could be relied upon to win the Columbia for the United States, and that special inducements should be offered to those brave and hardy pioneers, who must constitute the nation's line of battle on the frontier. The emigrant train of this year was the first to come the entire distance in wagons and demonstrated the long disputed fact that the mountains, deserts and canyons could be passed by the wagon of the emigrant.

The pioneers of 1843 stood pre-eminent among the early settlers, The greater number of them were pioneers by nature and occupation, as their fathers had been before them. In childhood, the story of their ancestors' migrations from the east to the west, and then to the newer west, was their handbook of history. They were "home builders" in the texture of their mental constitution and most of them cared little for the amenity of polite society. Among them were Jesse, Charles and Lindsey Applegate, Peter H. Burnett, Daniel Waldo, John and Daniel Holman, J. W. Nesmith and many others' who, in later years, left the impress of their personality upon the formative period of Oregon's history.

The immigration of 1844 amounted to some eight hundred persons, and its general character did not differ materially from that of the preceding and subsequent years. From the account of one who came with the immigration of this year, we are told that it was composed for the most part of "frontiersmen who kept in advance of the settlements, emanating from the southern rather than the eastern States. There were men in it from all the States east and north, perhaps, and individuals from nearly all the countries of western Europe, but the largest number traced their origin to the Scotch covenanters who had settled in Virginia, Georgia and North Carolina." The immigration of 1845 was still larger than that of either the two preceding years, containing about 3,000 persons. It was largely from Iowa. Fully two thousand persons constituted the immigration of 1846, only one half of whom remained in Oregon, the remainder going to California. In 1847 above three thousand were added to the population and an equal number during the following year, so that at the time of the establishment of the territorial government in 1848 there was a population of about 15,000 in the country.

After the influx of the immigration of 1843 and 1844, the committee government of the former year was found insufficient for the population. A stronger government was needed. At the session of the legislative committee, June, 1844, several modifications were made, a special election on three amendments was ordered, and they were ratified by a majority of 203 votes, to take effect after the first Tuesday in June, 1845. By this change was created the office of Governor, in lieu of the Executive Committee, conferring upon the office veto power instead of submitting laws to popular vote, while the legislative committee of nine was superseded by a House of Representatives, consisting of not less than thirteen and not more than sixty-one members. This form of government, as amended in 1845, existed until the jurisdiction of the United States was extended over the territory.

George Abernethy, whose arrival in the territory has been already mentioned, was elected Governor under the remodeled government, in 1846, and was annually elected by popular vote until the provisional government ceased to exist. Medorum Crawford, a pioneer of 1842, says of him: "As a missionary he was consistent and conscientious; as a business man, he was honorable, enterprising and liberal; as a governor, he was patriotic, efficient and unselfish. And for this he deserves the respect of the pioneers and honorable mention in the history of Oregon." Another distinguished pioneer has left the following tribute to his worth and character: "George Abernethy, an intelligent christian gentleman, unassuming, indisposed to court popular favor, with strong common sense, and a desire to do his duty conscientiously and quietly, was the right man for the occasion, and whatever prejudice may assert to the contrary, it was fortunate for the colony that just such a person could be had to fill the highest and most responsible position in the pioneer government." A mass of concurrent testimony could be given to prove that the foregoing was the general verdict of the pioneers who lived under his administration. He was not a great man, but that he was good, pure and patriotic, truthful history must record. He died in the city of Portland, May 3, 1877, where he had long resided.

The provisional government was admirably adapted to meet the exigencies of the times and the condition of the people. It commanded the support of all citizens without distinction, and so thorough was the confidence of the people "in the integrity of those who administered it," says Judge Thornton, "that it was strong without either an army or navy, and rich without a treasury. Property was safe; schools were established and supported; contracts were enforced; debts were collected, and the majesty of the law vindicated in a manner that proved that the government was able and efficient, because the people confided in the patriotism, wisdom and ability of those who administered it, and of course the people were prosperous and happy."

Perhaps the most severe test of energy and power the provisional government endured was the prosecution of the war against the Indians which commenced in the depth of the winter of 1847--8. On the 29th of November, 1847, the Cayuse Indians murdered Dr. Whitman and associates at Wailatpu and the country east of the Cascade Mountains was abandoned by all the American missionaries and settlers. Here was a most appalling situation. The danger of an uprising of all the Indians of the Columbia was imminent, and there were enough of them to overwhelm the settlement in the Willamette Valley. To avert this it was necessary to punish the Indians promptly. In thirteen days from the receipt at Oregon City of information of the massacre, a force of fifty armed men under Col. J. W. Nesmith was in possession of the mission station at the Dalles of the Columbia River, having marched a distance of one hundred and fifty miles in the inclement month of December. At the same time a regiment of fourteen companies was recruited and equipped, upon the faith of the provisional government, and moved to the front. After a campaign of several months, in which two battles were fought, the Cayuses were driven entirely out of their country, nor were they permitted to occupy it again in peace until they delivered up five of the guilty ring-leaders who were tried, convicted and executed at Oregon City. Thus the government of the pioneers, without aid from the United States, quickly and efficiently avenged the murder of American citizens, and in doing this "there was,"

says ex-Gov. Curry, in an address before the Pioneer Association, "a display of energy and power which would be regarded as remarkable in the operations of any government, but in one so new and inexperienced as that of the pioneers of Oregon, it must be proof eminently satisfactory as to the ability and efficiency of it, that it was not only one in name, but a government formed in the esteem and sustained by the will and majesty of the people."

In the work of the pioneers, whose efforts we have been tracing up to this period, we have seen that already the country was practically the territory of the United States by the highest and best title in existence, the actual occupation and control of it by her citizens. This question was, therefore, virtually settled by the inauguration of the provisional government in 1843, but from that time until the treaty of 1846 was signed it was a prominent issue in American political life. Mr. Polk, the democratic candidate for President, made his campaign on a party platform, which declared that our title to the whole of Oregon up to fifty-four degrees and forty minutes north latitude was "clear and indisputable." Negotiations were promptly resumed after the inauguration of President Polk, but the government elected upon a pledge to support and maintain the claim of the United States up to the latitude of fifty-four degrees and forty minutes, abandoned its position and made the offer of a line on parallel forty-nine, which Great Britain at once accepted, with a modification that all of Vancouver Island should be left in British territory. A treaty on this basis was concluded and ratified June 15, 1846, whereby the long disputed question of title and joint occupancy was settled. This acknowledgment of the American claim to Oregon was only a formal recognition of the fact that the long contest for the occupation of the country had terminated in favor of the Oregon pioneers.

The news of the signing of the treaty was received in Oregon with feelings which plainly indicated the importance of the measure. Joint occupancy, that uncertain tenure by which power was held, was at an end. Threatened troubles with the Indians in Eastern Oregon, before mentioned, now made the people anxious that Congress should pass an act extending territorial government over the

country. To this end they put forth every endeavor. That the provisional government might be represented at Washington by a prominent and influential citizen, who would make known to the President and to Congress the exposed condition of the people, and to ask the necessary legislation to protect them from threatened danger, Gov. Abernethy sent Hon. J. Quinn Thornton, the Supreme Judge of the provisional government. Judge Thornton arrived in Boston in May, 1848, and at once proceeded to Washington, not as a delegate, but rather as an ambassador from the little provisional government, to the national government at Washington. In the meantime the Whitman massacre had occurred and the citizens were thrown into a state of mingled grief and alarm. Joseph L. Meek was, thereupon, sent as a messenger to Washington under the sanction of the provisional legislature, to impart the intelligence, impress the authorities with the precarious condition of the colony and appeal for protection. The intelligence brought by Meek, as well as his individual efforts, did much to aid Mr. Thornton and the friends of Oregon in Congress in securing the desired legislation.

The most enthusiastic and helpful friend Oregon had at Washington at this time was Senator Benton, who for twenty years had supported every measure that promised to advance American interest on this part of the Pacific Coast. With all his wonderful energy and ability this eminent man now labored to secure territorial government in Oregon. The bill creating the territory, drafted by Judge Thornton, contained a clause prohibiting slavery, and for this reason was objectional to the slave-holding power in Congress. Under the lead of Jefferson Davis and John C. Calhoun, a vigorous fight against the bill was made in the Senate. The contest during the last two days of the session was exciting in the extreme and the feeling intense throughout the Union. The friends of the measure, however, under the lead of Senator Benton, finally triumphed and on August 13, 1848, the bill passed the Senate and a few hours later became a law by the signature of President Polk. The region specified in this act as Oregon Territory embraced all of the present States of Oregon and Washington, and those portions of Idaho and Montana lying west of the Rocky Mountains.

One of the provisions of the territorial act was that it recognized the validity of the provisional government and the laws passed by it, and declared that they should remain in force until altered or repealed; and the officers of the government were authorized to exercise and perform the duties of their respective offices until their successors should be elected and qualified. No higher tribute could have been paid to the fitness of Americans for self government than this ratification of all the essential laws and acts of the provisional government of Oregon, which had been made and executed by the pioneer settlers for more than four years. It was the judgment of the whole nation, expressed by her representatives, that Americans could be trusted to plant the standard of freedom, and to welcome under its flag all friends of human rights.

President Polk appointed General Joseph Lane, of Indiana, Governor of the new territory. He was a man of great executive ability. His brilliant services in Mexico had made him a popular hero, and earned for him the title of the "Marion of the Mexican War." He immediately started for his new field of duty, and on the 3d day of March, 1849, the last day of Polk's administration, he issued his proclamation assuming the government. On the same day Governor Abernethy turned over to the new governor the records of the provisional government, "and so," says Bancroft, "without any noise or revolution the old government went out and the new came in. The provisional government was voluntarily laid down as it had voluntarily been taken up. It was an experiment on the part of the American people, who represented in this small and isolated community, the principles of self government in a manner worthy of the republican sentiment supposed to underlie the Federal Union by which a local population could constitute an independent State, and yet be loyal to the general government."

The act organizing the territory of Oregon will ever be memorable in our national history for two reasons: First, because of the provisions for public education which granted the sixteenth and thirty-sixth section in each township and forever dedicated their proceeds as an irreducible fund, the interest of which should be devoted to public schools. This was a grant twice as large as that of 1787,

which had previously been the precedent observed by Congress in creating territories out of the public domain. The act of 1848 now became the precedent and has ever since been observed. It gave to the original territory of Oregon over 16,000 square miles of land for public schools, and opened the way for the grant of more than 26,000,000 acres in the nine States, including Oregon, admitted to the Union since 1848. The idea of this magnificent donation, which will be of inestimable value to future generations, originated with Judge Thornton who framed the section in the territorial act, and who zealously labored to overcome the opposition it encountered at Washington. It was the inauguration of a liberal national policy in behalf of free education which should give imperishable fame to its author, a distinguished representative of the Oregon pioneers.

The other fact which marks the creation of Oregon Territory as a grand and inspiring event was the clause relating to the entire and absolute exclusion of chattel slavery. This was in accord with the general wish of the pioneers. Their new empire on the Pacific; their toil to win it; their test of self government, all bore the seal of liberty. In putting slavery under perpetual ban in Oregon the whole region from the Rocky Mountains to the Pacific, was under pledge for the rights of man regardless of color or race.


Thus briefly have we attempted to summarise the leading events in Oregon, from the time of the first explorations along the Pacific Coast till, under the strong hand of the whole nation, it rose from the weakness of a humble colony of adventurers to the rank and power of a co-ordinate member of the American Union. The event which the old pioneers had so long waited and hoped for had come and they were no longer counted exiles on a doubtful domain, but rightful fellow heirs and owners of the country.

That the United States is indebted to the pioneers for the confirmation of its title to the American possessions west of the Rocky Mountains, will, perhaps, never be questioned. To the pioneer is due all the honor mankind willingly gives to the founders of States and the creators of civilization in savage lands. But that these were the motives which led to the colonization of Oregon, as some writers have intimated, is contradicted by patent facts and contrary to common sense. The early emigrants did not undertake the toilsome

journey across the plains in the face of dangers and privations animated by a patriotic desire to save this land to the United States and plant the banner of republican liberty on the shores of the Pacific. For the most part they were men of limited means who sought a country where the restraints of civil and social institutions would press less hard upon individual freedom, and who in their plain way would have answered an inquiry for their motive in coming west with the common response that they had come to better their fortunes and in order that their children might "grow up with the country." They were actuated by the same strong courage that has characterized the enterprising frontiersmen in all our States. Circumstances called them to act a part which, in the light of subsequent events, is shown to have been of the utmost importance, securing to their country dominion over a vast empire.

If, however, they did not come with an inspiration as absorbing as that which moved the old crusaders, it was one far more intelligent—an inspiration to seize the golden moments when peacefully, with their small means, they might possess themselves of homes, where prudence and economy after some discipline of pioneer hardship and privation would be sure of just rewards, and where ample means for the nurture and education of their children should be within the reach of every industrious citizen. Animated by high purposes they laid the foundations of this commonwealth in industry, frugality and the domestic virtues, and their descendants who enjoy all the blessings of their toils and privations, their trials and danger, will hold them in loving remembrance.

For the purposes of this work it is unnecessary to follow the further steps of these State builders, whose prudence, loyalty and courage saved Oregon to the Union. In the fullness of time Oregon was decked with the honors of Statehood under the same perpetual dedication to equal rights and universal liberty for which its founders had so nobly battled. Its people may well take pride in the State, whether they contemplate it simply in its own greatness, or in comparison with other States. In the main its record is a clear one, bearing upon it few marks that one would care to erase. It has been steadily advancing with strong and even pace, and has more than kept good the wonderful promise of its earliest years.



CHAPTER II.

POSITION AND ADVANTAGES OF PORTLAND.


The Modern City—A More Perfect Adaptation to Human Wants—Value of the Records of Such a City as Portland—Geographical Position—At the Intersection of the Great Natural Lines of Travel and Commerce of the Northwest Pacific Coast—Topography—Extent and Beauty of Surface—Natural Advantages for Commerce, for Manufacturing, for Residence—The Natural Center of the North Pacific Coast.

ALTHOUGH of a different order, the history of the modern city should be no less interesting than that of an ancient metropolis like Jerusalem or Athens. It treats no less of human endeavor, and no less segregates and epitomizes human life. If that in which men busy themselves, and that which they produce is anywhere, or at any time, calculated to attract attention and demand investigation and analysis, why not here in Oregon, on the banks of the Willamette, as well as five to ten thousand miles away, in Spain or in Turkey?

Unlike the ancient or medieval city, it does not embrace within its walls—in fact, boasting no walls—the whole life and history of a people. The Roman Empire without Rome would be like Hamlet without Hamlet. But America without New York City would still be America, lacking only some million and a half of people. In our modern life the process of civil and social organization has gone so far that the center of supreme interest is in the whole confederation, in the whole national life, or broadly, in the people themselves, and not restricted to any one locality, individual or race. It would, therefore, be impossible to discover in any one American city a civil or political principle apart from that of the surrounding country. Furthermore, the motives or inducements that led to the building of a city in bygone times were unlike those of the present. Then a town was established by a tribe who first believed, or soon assumed that all its members had a common descent from some hero, or some patriarch, or from some divinity, who was still patron and guardian. They threw around themselves the walls of a city in order to be secure from dispersion and from intermixture with the rest of mankind, and to have a place where they might cultivate their own religion, practice their own customs, celebrate their own festivals, and rear their children

in their own traditions. For this purpose they chose a secure retreat, where they might easily put up fortifications, and cover the approaches by forts or walls. A cliff, a peak, or some huge rock, commended itself to their purposes. Jerusalem was set upon a high hill surrounded by mountains. The Acropolis in Athens, a rocky eminence with level top and steep sides, was the site of the original city. At Rome the Tarpeian Rock and kindred heights fixed the site of the mistress of the world. The termination "Tun," or "Ton" (Town), of many cities throughout England signifies a rock or bluff, and the "Burg" of the Germans has a kindred meaning; all going to show how the people in old times, and almost to the present, were accustomed to look around for a hill or crag as a site for their tribal or family seat. Round about these bluffs and hilltops the cities grew. Those cities which were successful gained in population by simple natural increase, or by means of raiding of other tribes and bringing in captives, who were set to work upon the outlying fields, in the shops, in erecting fortifications, or in constructing royal palaces. Free migration was practically unknown; for, although the citizens of one city might go on military or commercial, or occasional literary excursions to other places, it was unusual for them to abjure their rights in their native seat, or to acquire privileges elsewhere. The ancient city was a social aggregation which had its origin in an intense tribal idea, dominating religion and controlling social life, naturally allying itself to a military type, since only by force of arms could its existence be preserved or its dominion be extended. Commerce was a secondary or even more remote consideration, and the free exchange of residence was, with few exceptions, impossible.

How unlike all this is a modern American town! A city here is but a spot where population is more dense than elsewhere. The residents claim no blood relationship, have no common traditions or religion, and seek its limits only from eligibility of life. The wants of commerce or manufacturing chiefly determine its site, while all the uses and advantages of existence add their interest. There is absolutely no compulsion, either of ancestry, religion, tradition, social or political necessity; or fear of death, slavery, or loss of standing, or of wealth, impelling an American to live in one corporation rather than another,



or to forsake the fields for the city. The arm of law rests over each of the seventy million inhabitants of the United States, and upon every acre of the national domain. Upon the high seas also, and in fact, in almost every part of the world, every American feels the potent protection of the flag of his country. Residence is therefore simply a matter of personal choice. One suits his place of abode to his business, to his aim in life, or to his physical or moral necessity. If his object be the acquisition of wealth he goes where he can get money fastest. If he have some special field of labor, as invention, art, or literature, he seeks that center which affords him the highest advantages. Some are guided to a choice by a religious or philanthropic mission to which they have deemed themselves called. Multitudes have no other incentive than an eagerness for amusement, or excitement, or the attraction of noise, and the exhilaration of being in a large place. The motive which impels the moving crowd on the street to press as near as possible to the scene of an accident or of excitement causes the more mercurial in the community to betake themselves to a large city in order to be near the animating events of the time as they occur. But without exhaustive enumeration, it need only be remembered that whether the motive of residence be grave or trifling, it is wholly free, and accordant with the aims and uses of the individual life.


The growth of the city in our times is therefore much more than of old an accommodation to human wants and needs. Although the purpose to live in a certain municipality may, in many cases, spring from sordidness, in any case the choice is made from some sort of personal attraction which frequently, perhaps commonly, rises to a feeling of affection, making the attachment of our citizens to their cities one of almost passionate energy. No ancient city ever commanded from its most eminent people a more enthusiastic devotion than is accorded to our American cities by those who dwell in them; and in none of our urban life is found a half or two-thirds of the population held by chains to a locality that is hateful to them.

In modern times the principal thing that determines the building of a city at a particular place is the fact that at the point of its site the requirements of human life are found to exist in greater abundance

than elsewhere in the near surroundings. Its growth is but the unfolding of its natural advantages; together with the attractions, facilities, and amenities that may be added by man. The natural advantages, however, are the dominating principle, since improvements will not and indeed can never be added to any great extent where there is a natural obstacle. In the fierce competition of modern life, natural advantages will play more and more a controlling part. The man who can lift one pound more than his antagonist will just as surely surpass him as if the difference were one hundred pounds. The city that has commercial or manufacturing advantages over others of even a small part of one per cent will make that advantage tell in every transaction, and this will be just the feather that turns the scale. However great may be the enterprise of the opponent, or however willing it may be of sacrifice, it will find itself at last beyond its strength and its hopes must perish.

In this view the growth of a modern city is of vast interest; necessarily so to the business man, for he must know precisely what are those circumstances which give empire to a town. Otherwise, he will fail to make the best investments. To the student of human life and social science it is no less attractive, for he is thereby assured of the laws or principle which guides the human mind when acting individually and freely. It also illustrates how nature, and through nature providence, is the maker of the centers of our modern life, and thereby, determines, or predetermines, the lines and bounds of civilization.

In entering, therefore, upon this history of Portland as we withdraw our view from the larger circle of the early history of Oregon, we should not be understood as regarding it worthy of occupying a sphere of equal size with that of the nation, or of some ancient city which filled the Old World; but as treating of human action in an interesting phase, and as making clear what has been done in a city which will one day play an important part in the progress of our country. It will be nothing against it, that, as in a home or family it treats of men that we have known personally. History in all departments is ever pushing more closely to the roots of individual life, and what was once deemed beneath the dignity of



the historian's pen, as altogether too insignificant for notice, is now eagerly studied as making clear the progress of events. The crown and scepter and the false magnificence of antique pomp have at last fallen from the pages of history and the every day doings of people on the streets, in their homes and fields are seen to contain the potency of civilization. No human feelings or motives are despised, but are all recognized as the fountain from which are gathered the stately river of national life and social advancement. In no place can these primary endeavors be better examined or comprehended than in a young city like Portland.

GEOGRAPHICAL POSITION AND TOPOGRAPHY.

The western side of North America is laid out on a large scale, a land of the "Jotuns," a region of magnificent distances. It fronts the largest ocean; it has the most ample harbors, it is built out of the most continuous mountain ranges, and is watered by great rivers. It has large valleys and immense plateaus. Its geographical sections, the portions naturally connected by a coast, river, or mountain system, are wide and long, but the points which command natural ingress and egress to and from any one such section are comparatively few. Thus, on the whole of California's coast line of six hundred miles or more, there is but one natural exit to the sea, and but one point from which the whole region may be touched direct. But that point, San Francisco, commands the situation perfectly.


The mountain formation of the region north of California, giving character to the whole of Oregon and Washington, possesses a similar integrity. It has a geometrical precision which all the variations of lateral ranges, lone peaks and inter-ranges, do not materially modify. Upon the eastern boundary the Rocky Mountains, which form the crest of the continent, set off by itself the Valley of the Columbia. The Cascade Mountains lying two hundred to three hundred miles westward of the Rocky range form the opposite rim of the basin making space for one of the most extensive, impressive, varied and fertile sections in the entire world. On the south, near the Oregon line, the elevated plains rise up in the Nevada Deserts,

and on the north far above the boundary of British Columbia the Selkirk Mountains and the Gold Range draw a jagged line between the waters of the Columbia and those of the Thompson and Fraser. When it is remembered that this Columbia Basin—perhaps four hundred by eight hundred miles in extent—is circled round by mountains of primitive rocks, bearing deposits of gold and veins of silver; beds of iron and of coal of unknown extent; lead, copper, and the other useful metals; and hills of marble, serpentine and other building stones; with abundant stores of gypsum and other sulphates; one will perceive what a seat of empire is embraced within these ranges. Moreover, on the top of these rocks, and in the illuvial valleys between is spread as fertile a soil as the world knows.

The Cascade Mountains make almost a straight line from south to north; high, steep and turreted by a score of volcanic peaks which always wear the ermine of sovereignty.

A hundred miles west of the Cascade Mountains is the lower but nevertheless eminent Coast Range presenting headlands to the sea and making difficult any passage inland from the ocean shore.

As the most striking and, to this work, the most pertinent geographical feature is the series of valleys from California to Puget Sound, lying between the Cascade and Coast Mountains and swelling or contracting to a width not far from fifty miles from west to east. Here are the Willamette, the Umpqua and the Rogue River Valleys in Oregon. In Washington the valleys of the Lewis River, the Chehalis, the Cowlitz; of the Puyallup, and of the Snoqualamie; with the gravel plains about the head of Puget Sound. All are of extraordinary beauty and almost universally fertile, and the sheltered passage way which they form within the ranges will be like an imperial roadway from north to south. Indeed this raceway of travel and commerce does not stop at either Puget Sound on the north or the Siskiyou Mountains on the California border toward the south. It continues northward down Puget Sound, through the waterways of the Georgian Gulf and the straits and passages of Western Alaska to the far north—the region of fish, of furs, and mountains of precious metals. At the other extremity it crosses the back of the Siskiyou Mountains and passes through the valleys of California, finding easy



exit upon the waters of the Gulf of California. This passage by land and water of two thousand miles through some of the most charming and productive portions of the western world will necessarily pulsate with the tides of trade and travel.

Now, to focalize our view, if we draw a line from the head of the Gulf of California to Mt. St. Elias in Alaska, by this chain of valleys and waterways, where do we find a cross line opening from the ocean to the Rocky Mountains, and allowing trade and travel to pass east and west as well as north and south? This cross line has been determined by the channel of flowing waters drawn from the Rocky Mountains across the Cascade and Coast Ranges to the Pacific—the Columbia River. A line of two thousand miles, a cross line of five hundred miles—these will ever be the thoroughfares of commerce and travel on the western Pacific shore. What is the natural place for the commercial metropolis of the region? At the point of intersection of the two. This is the geographical position of Portland. Although on the banks of the Willamette, she is also practically on the banks of the Columbia, her business portion constantly extending towards the imperial river. This, then is the most comprehensive description of Portland's geographical situation—At the cross-roads of a natural depression from California to Alaska and of the pathway of the Columbia from the Rocky Mountains to the Pacific Ocean.

To define her position in more particular terms, she is located in latitude forty-five degrees and thirty minutes north; longitude one hundred and twenty-two degrees and twenty-seven minutes west on the left bank of the Willamette River, twelve miles below the Falls of that stream at Oregon City, and ten miles above its confluence with the Columbia. It is one hundred and ten miles from the city by the Willamette and Columbia Rivers to the debouchure of the latter stream into the Pacific. As for distance to other well known points, it is about seven hundred miles to San Francisco by water, six hundred by rail; to the Cascades of the Columbia it is sixty miles; to the Dalles, ninety miles; to Walla Walla, two hundred and forty-five miles; to Spokane Falls, three hundred and seventy; to Lewiston, three hundred and fifty; to Salt Lake City, nine hundred; to Helena, Montana, seven hundred and fifty; to Chicago, two

thousand four hundred; to New York, three thousand three hundred. On the north to Olympia by rail it is one hundred and twenty miles; to Tacoma, one hundred and fifty; to Seattle, one hundred and eighty; to Port Townsend, two hundred and fifty; to Victoria, three hundred; to Vancouver, B. C., four hundred; to Sitka, nine hundred; On the south to Salem, the capital of Oregon, it is fifty miles; to Eugene City, the site of the State University, one hundred and twenty-five; to Roseburgh, in the Umpqua Valley, two hundred; to Jacksonville, in Rogue River Valley, three hundred.

Portland sits at the mouth of the Willamette Valley, and practically at the mouth of the Columbia Basin. To pass from San Francisco by rail to Puget Sound, or vice versa, one must go by Portland. To pass by water from the sea coast to the Inland Empire, as the Columbia Basin is sometimes termed, one must pass Portland. Take a map, make Portland a center, and draw from this center lines along the natural gaps and depressions to other parts of the Pacific Northwest, and there will be formed a circle of which these lines are approximately the radii.

Topographically considered Portland is laid out by nature on a scale commensurate with the geographical environment of which she is the center. All along the south bank of the Columbia, and the west bank of the Willamette, from the ocean for more than one hundred miles, even to the Falls of the Willamette at Oregon City, there is a range of low mountains or hills, lying almost the entire distance against the waters of these rivers and in many places jutting upon them in a heads and escarpments. These highlands, for fifty miles of their distance from the sea, are the broken terminals of the Coast Mountains, laid open by the flow of the Columbia. For the remainder of their extent they break down into lower elevations, known as the Scappoose Hills, or still further south, as the Portland Hills. They are an older formation, containing much of sandstone and Andesite, and are in many cases wholly lacking the basaltic covering which is well nigh universal in this northwestern region. At the mouth of the Willamette one finds a delta, which on the south, is embraced by the arm of the river that was formerly called in the Indian language by the liquid name of Multnomah. From

this water, now termed Willamette Slough, which separates the largest of the islands of the delta from the main land, the hills rise abruptly, with but a narrow strip of alluvial soil unfit for building. Following up this slough to its point of departure from the main river, the hills still impend upon the west, their natural abruptness being much emphasized by the dense growth of evergreen forests whose unbroken wall of tops add some hundreds of feet to their apparent altitude. At a point ten miles from the mouth of the Willamette, however, one finds a great bend in the river, which now comes directly from the south, whereas, hitherto one found it flowing from the southeast. Here has been formed the site of Portland.

By the casting up of alluvium against the foot of the hills, and the formation of the river bank at some distance eastward, shallow lagoons have been formed, which during seasons of flood are united with the general flow of the river making a continuous body of water. Here are Balch's, Guild's and Couch's Lakes. From the shore of the latter, as well as from the banks of the river, the land rises at an easy gradient, reaching at a distance of half a mile from the river a plateau one hundred feet above the level of the water. At a distance of about a mile from the river, the plateau joins abruptly the chain of hills, which here lift their fronts sharply six hundred feet above the Willamette. From Couch's Lake on the north to the end of the sloping plateau on the south, where the impending hills again approach the river, and terminate the prospect, it is a distance of two and one-half miles. It is nowhere above a mile wide. It is moreover cleft by a small stream coming from the west—Tanner Creek—which throws one portion of the site of the city toward the south, with rounded surface, against the foot of the southern bosses of the hill chains, and the other portion toward the north with various undulations, against the northern and more retrogradient peaks. The cleft, however, is not deep, nor abrupt, and gives a delightful and expressive variation to the face of the site. This, then, is the topography of the city—a gentle slope, rising up from the river and lake to the hills a mile back, within the elbow of the river, and under the shelter of the highlands. The plat slopes northeast, and embraces somewhat less than three square miles in area. It

is cosy, protected from the southern storm, sufficiently well watered to be green the year around, and is constantly fanned by the breezes of the river.

But while this formed the limits of the original city, the additions have spread far beyond these bounds, and manifestly if the city is to grow it must overflow, as it has already done far beyond its two or three square miles. The surface of the surrounding region, far from forbidding such extension, is favorable and inviting to it. It has recently been recognized that the outlying hills are most advantageous for residence. They rise up in separate spurs and are steep and abrupt, having all the appearance of having been cut into their present form by the erosion of sea waves, as was undoubtedly the case when the general level of Oregon was so much depressed in remote times, as to allow the flow of ocean water over the entire surface of the Willamette Valley. There may be reckoned at least six of these prominences. Beginning on the north back of Couch's Lake, we have Willamette Heights; next south are King's Heights, overlooking the City Park. South of this across the deep canyon of Tanner Creek is Carter's Hill, which was the first to be called Portland Heights. Next in order is Robinson's Hill, succeeded by Marquam's Hill, upon which is located the addition sometimes called Portland Homestead. To close the view are the South Portland Heights. There are upon all these highlands many knobs and knolls, separated from one another by small ravines all of which make back and disappear at length in the solid body of the chain. The elevation attained by these heights is from six hundred to eight hundred feet. But they roll upward and finally culminate in a commanding ridge whose eastern terminus rises highest of all and is named Mt. Zion, over 1,000 feet in altitude. It looks eastward across the river. The western extension of the same ridge, Humphrey's Mountain, commands the prospect toward the Tualatin plains and the Coast Mountains. These heights, having an infinite variety of surface, with innumerable networks of ravines, afford an almost countless variety of sitely building spots. An exposure facing any sun or wind may be obtained and in the deeper depressions locations sheltered from all the storms may be readily found. South and east of Tanner



Creek canyon, the heights, including Mt. Zion and Humphrey's Mountain, with their skirts and flanks, compose a region of about six square miles. North and west of the canyon, the ridge is some three miles broad, and extends parallel with the river indefinitely. Ten square miles are within easy reach of the city. Still south of the heights proper the chain of hills continue, although it breaks down to a much lower altitude, and form a rolling plateau two miles broad, by four or five in length. This makes a region extraordinarily sightly and sunny, and while not so much diversified as the heights, it is much more easily reduced to form and use—indeed not betraying by contour its elevation, but presenting the appearance of an undulating plain. It is easily accessible to the city, and will one day be a portion of it.

From the highest points of all the elevations named the scenery is unrivaled. They command the prospect of the Willamette River, its winding and silvery way to its delta and union with the Columbia; and for many miles a connected view of that greater stream and its path from the heart of the Cascade Mountains and the chasm in their walls out of which it proceeds. There are also embraced wide strips of meadow land, plains, illimitable forests, buttes and romantic hills; the vanishing wall of the Cascade Mountains, with Hood, St. Helens, Rainier, Adams, Jefferson, all being volcanic peaks covered with perpetual snow, in unobstructed view. Seldom is there such a combination of water, valley, hill and mountain scenery to be embraced in one prospect. All in all there are twenty-five (or a much larger number if necessary) square miles of land ready for the use of Portland on the west side of the Willamette.

But this is exclusive of the east side, which by many is deemed the fairer of the two. Its surface is totally different from that which has just been considered, since it is not at all mountainous, and little broken. It is on the other hand, an imperial plain, with long easy slopes, wide expanses, and but occasional elevations. Beginning six miles below Portland on the east bank of the river one finds at St. Johns the first highland, north of which are river bottoms and illuvial plains subject to the overflow of the Columbia. This elevation rises sharply one hundred feet above the river and making a slow

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ascent gains another hundred feet of altitude before reaching its maximum. Its slopes are long and sweeping, maintaining their elevation with more or less regularity up to Albina nearly opposite Portland. Back some distance from the river the plain rises again fifty feet, or possibly in some places one hundred feet more, to a continuous ridge, a bank of ancient washed gravel, brought down in long ages past by torrents from the Cascade Mountains, and here deposited while yet the sea rolled in. The gravel ridge once attained, the surface steadily falls to seek the level of the Columbia on the farther side. Highland, Piedmont, Columbia Heights, and other names significant of the elevated region are bestowed upon various portions of this gravel ridge. From Albina southward the surface sinks by small degrees, broken here and there by ravines, until at the site of East Portland, three profound chasms or gulches, unite to form an illuvial bottom, making easy ingress from the river, but a bad water front. The first of these on the north is Sullivan's Gulch, fifty feet deep and two hundred yards across; its bed a morass. It is down this cleft that the O. R. & N. R. R. finds a passage from the plain to the river level. Next south is Asylum Gulch, leading back to a powerful spring which leaps from under the plain behind, giving birth to a stream of water sufficient for the supply of the water works of East Portland. A mile south of this is Stephens Gulch, bearing off another clear stream, of many times the volume of the foregoing, which also springs bodily from the ground. It is by this depression that the O. & C. R. R. passes out of the city. South of the mouth of Stephens Gulch, the ground once more rises, gaining an altitude about the same as that of Albina, and it is called Brookland. On the obverse slope, however, it sinks to a considerable vale.

The strip of alluvium in front of East Portland, at the mouth of the gulches, is but a few hundred paces across, and thence the surface rises easily, nowhere attaining an elevation of more than one hundred feet, and develops into a plain with many variations of surface leading out three miles further to Mt. Tabor. This is a solitary hill seven hundred feet in height with a commanding front and long approaches. Its slopes are most inviting for residence property, the soil is congenial to gardens and orchard trees, and its

rocks of basalt give birth to a multitude of delicious springs. It is in truth a reservoir of water, as are the hills on the west. East of Mt. Tabor the plains extend for many miles with an occasional little butte or ridge; and to the south the surface rolls away in a woody expanse with frequent hills which break down at length on the margin of the Clackamas, a half score of miles distant. Comprehensively, therefore, the east side of the river opposite Portland is a plain—with undulations and a few hills—eight or ten miles long, and as many wide. The site of Portland may therefore be briefly described as a sloping plateau within the elbow of the Willamette, surrounded by hills, opposite a great undulating plain. This situation is unsurpassed for a great city.


The Willamette river, immediately above the city, spread out in shallows and enlarged by alluvial islands, is there above half a mile wide. Obstructed, however, by the high point of Brookland, and thrown from the east to the west shore, it rapidly narrows, being but fourteen hundred feet across at Morrison street, near the center of the city. Thrown again from the solid bank of the plat on which the city stands to the east shore, striking a mile further down upon the elevated plains of East Portland, below the gulches, it is forced into one strong deep channel, wearing the face of the upland into an almost perpendicular bluff fifty feet high—the formation exposed being lacustrine clay, over-lying a mixture of coarse sand and washed gravel. At this point the river is but eight hundred feet across. It thence expands slightly; still wearing the Albina shore, as its course is deflected westward; swelling at Swan Island to as great a width as at Ross Island. The depth of water at Ross Island is but nine feet. Below this obstruction the depth rapidly increases, reaching sixty feet off the lower wharves of the city, near the railroad bridge. At Swan Island the narrow channel hugging the east shore gives a depth of twenty-six feet which is frequently doubled by the vast rise of the Columbia in the summer.

NATURAL ADVANTAGES.

The term "advantages" is relative, being always used with reference to the purpose in view. The advantages of a city relate to its adaptation to the uses of commerce, manufacturing and

residence. Under the head of commerce, facility for both water and land communication is to be regarded, together with the extent and variety of commodities available for exchange. Under manufacturing advantages, power, labor, and availability of raw material, fall into the account. As to residence one must consider salubrity, beauty of natural surroundings and contiguity to his business operations, together with social, educational and religious privileges.

The geographical position of Portland, which has already been described, gives her superior advantages as a commercial center. That will be a commanding commercial point which readily effects exchanges of commodities and equates supply and demand. Chicago is a center of lumber trade, controlling this great branch of business throughout the Lake basin and the Mississippi valley, for the reason that she can most readily reach the lumber manufacturing districts of Michigan, Wisconsin, Minnesota and Canada, and can keep in supply millions of feet of seasoned and assorted lumber, ready for the greatest number of places in the surrounding regions. Her control of this trade is sometimes spoken of as due to the superior enterprise of her merchants. But this is true only in a secondary degree. From the circumstance of her geographical position there is a greater number of builders and others who can more easily find at her yards the lumber they desire, than at any other city. They find the quickest and cheapest route between them and the sawmills, to lead through Chicago. If they can save a few hours time and a few dollars in money upon every bill, they are certain to send to Chicago. The extent of patronage, the rapidity of their sales, the speedy return of their money and the consequent large margins of profit, enable the Chicago dealers to enlarge their stock and to supply still more quickly and satisfactorily all the needs of their customers, and by this to attract more and more business, and finally to under-sell the smaller and less equipped houses of even distant cities. In like manner from her proximity to the grain fields, and from her shipping facilities, she largely controls the wheat business ; in like manner she is a center for market and sale of the beef and pork of the Mississippi valley.



Any great commercial city, as London, New York, or the younger cities of St. Paul and Minneapolis, would serve an equally good purpose by way of illustration. A commercial city is the point of storage, account and exchange for the commodities of the region.

The advantages of Portland as such a center are at once apparent. As noticed above she is the "cross-ways" of the track between the mountains from California to Alaska, and the path made by the Columbia River from the Rocky Mountains to the Pacific Ocean. At this point are made four right angles, fixing the center of a circle a radius of which a hundred miles long embraces solid land only, and at four hundred miles includes within the western arc a portion of the ocean, which is by no means an unproductive segment. It must follow from this position that she can reach a greater number of producers and consumers than any point not located at such a natural center. This fact, other things being equal, simply assures her commercial pre-eminence.

But to make this commanding position certain it will be necessary to be assured as to the avenues of approach from the four cardinal points of the compass. If it be true that Portland is at the natural center of the Pacific Northwest, a region six hundred miles square, and the avenues of approach are easy and secure, no one can doubt that she will continue to be the metropolis of this country, and perhaps rival San Francisco, as being the center of a region more extensive and productive. This is no fancy, as is evidenced by the impression made in by-gone times upon commercial men as they examined her geographical situation. Looking at the map of old Oregon, while he was still in Boston half a century or more ago, Hall J. Kelley, a patriot, and originator of a scheme which was much patronized by leading men in Massachusetts, laid off a great city as a capital for the new commonwealth which he was to establish on the Pacific coast. He put this chief city on his map at the junction of the Willamette with the Columbia, not knowing that this site was flood land. Portland now occupies the spot nearest available to Kelley's city. Still further, when the Hudson's Bay Company wished to build a fort from which to reach most easily all points of the Northwest, both by land and sea, they selected a site as near to our city as their

necessities would admit—building a fort at Vancouver. They would probably have brought it nearer the Willamette, on the south side of the Columbia if the land had been fit for building, and if they had not anticipated that England would not secure the south bank. This tells the tale of the natural center of the Pacific Northwest.

To examine the avenues of approach and to see if they are sufficient to supplement this imperial position, it will be most convenient to begin our scrutiny from the west. Here is found a water-way at tide level of over a mile in width leading up from the Pacific between the hills to the docks of our city. The Columbia River on this lower course, is one of the most majestic of streams, and is unrivaled for navigation. Its fresh waters destroy those forms of marine life inimical to dock-yards and wooden piling, and clear the ships of their accretions of barnacles, as they come in from the sea. It is true that it is obstructed to some extent by a bar at its entrance, but under the operation of the jetty constructed by the government this is being constantly cut down by confinement of the waters, and a depth of thirty feet or perhaps more, at low water, sufficient for the deepest vessels will be secured. There is now a sure depth of twenty-six feet at low water. By the use of dredgers, jetties, and wing dams the bars in the river between the sea and Portland, are rapidly disappearing and in a very few years all obstructions will have ceased to exist. It is simply a matter of improvement, which is wholly practicable, to make the lower Columbia and Willamette fit for the largest craft that floats. This improvement is now progressing and the commerce of all the world, or such part of it as floats on ships, may therefore be brought to Portland. The entrance from the sea could not be more advantageous. It is not so deep or wide as the Straits of Fuca, and Puget Sound. But it does not appear that one or two hundred feet of depth or five miles of width more than necessary would give even the Straits of Fuca any decided advantage. Both are royal water ways from the sea, naturally, or easily made, ample for the largest vessels. The superior width of the Straits allows of sailing more easily than in the Columbia, while the fresh water of our river is a great advantage to foul keels.

The gap through the coast mountains formed by the passage of the Columbia makes also a pass at tide level for the construction of railways from the ocean to Portland. The route is easy and direct, and from Hunter's point, opposite Kalama to Portland it is occupied by the track of the Northern Pacific. The convenience and speed attained on the river has retarded rather than otherwise the construction of a road from Astoria, but there is no natural obstruction.


Toward the North, to Puget Sound, British Columbia and Alaska, there is a natural route, passing through the valley of Cowlitz River and thence by water, or, as ultimately will be the case, the whole distance by rail. On the whole course of the lower Columbia numerous small rivers enter the great stream, navigable by steamers of light draft, the towns beside which are, and will be more and more supplied from the markets of Portland. The numerous sea coast towns, at the mouth of the small rivers, and on the small bays, conveniently find a market and emporium at Portland.

Toward the south extends the Willamette Valley, making a way practically level for a hundred and fifty miles. Beyond this the general slope of the country is still upward—across hills and valleys—to the crest of the granite Siskiyou Mountains three hundred miles distant on the California border. This whole region of Western Oregon, most productive in grain and fruit, finds its emporium at Portland. It is large enough and has the resources for sustaining a population of four millions. When this figure is reached, one-sixth this number will be found at Portland. Not only may this country of Western Oregon be reached from Portland by lines of rail which slope thither, but a very large portion of the Willamette River is a water-way directly to her docks. This is an easy and inviting path to enterprising steamers, and while not now bearing and perhaps not likely to bear the great bulk of freight, has great and permanent value in preventing railroad monopoly and in keeping freight rates at a normal figure. It is not improbable that the value of water as an agent for moving heavy and bulky products will be more and more recognized by the agricultural population, and the hundred streams that meander from the mountains to the Willamette, across level plains and through deep valleys, will be cleared of drift wood, deepened

and straightened, and as they flow on will carry also along with them a multitude of loaded barges. Each such stream is the basis of a canal, and this abundance of water will make every farming community independent, and forever keep down extortionate rates of transportation. As all the water of this great valley flows past Portland, so must all the commerce which it bears.

But broad and easy as are the avenues of approach from the west, the north, and the south, and large as is, the region thus brought within the reach of her commerce, it is from the east that the greatest portion of her trade must come ; and it is true beyond all controversy that the city which is the emporium for the Columbia Basin will lead all others. On those immense plains and uplands with multitudes of valleys upon their environs, leading back into the old hills and towering mountains, there is room for the seat of a nation equal to France. Here are two-thirds of Oregon and Washington, all Idaho, and large parts of Montana and British Columbia. It is a region where the cereals average twice as much per acre as in Dakota ; where fruits flourish in sheltered localities as in the deep valleys, beside lakes, and along the rivers ; where live stock of all kinds transform the wealth of the pastures into value, and where mineral treasures are of vast and unknown extent.

By many it will be strenuously denied that Portland can be the emporium for this region. Some other point it is contended, as upon Puget Sound, will most readily command the trade. But Portland's strength is assured by the following considerations : The trade of the Columbia Basin will flow westward to the Pacific Ocean. It will seek the most direct and easy route thither, since thereby its producers will pay less rates for transportation of their products. The tributaries of the Columbia, from the borders of Utah, to the borders of British Columbia and from the eastern flanks of the Cascade Mountains spread out like the ribs of a fan ; all converge upon the main Columbia, and thus unitedly pass through the gap of the Cascade Mountains on to Portland. It is simply a principle of physics that any body, whether a ball or a train of cars, will roll most readily down an inclined plane, and that friction or traction is increased by the attempt to go up hill. But from the head of Snake river to the




head of the Columbia, or of any tributary of either river, to Portland, is an inclined plane hither. To be sure the canyons of both these rivers and of many of their tributaries, are rugged, but once let a road be laid alongside their banks or down the general valley, and there is a preceptibly down grade the entire distance, adding the force of gravity to the wheels of the engines to help them with their loaded trains. The gap of the Columbia is the only pass through the chain of the Cascade Mountains at the level of tide water. All other passes lead over the main axis of the range at an elevation of three to four thousand feet. It is manifestly more expensive of time and force to draw a train over the back of the Cascade Mountains to Puget Sound than to bring it through the gap of the Columbia on a down grade. It is the inland farmer and merchant who must pay the difference, and however slow they may be in recognizing this, they will, with the certainty of water finding its level, choose the route which makes their bill the least. It is true that the roads to Portland may not always charge their minimum, but if they are able, by reason of natural advantages, to carry at a less rate than is possible for the roads across the mountains, they will at the scratch come down to it, and make that advantage the make-weight in their struggle. Any road which can persistently carry merchandise at one cent per hundred or even per ton, less than its rivals, will beat them in the long run. The natural grade to Portland from all parts of the inland country gives her thus much advantage. But, to complete the circle of exchange, if the wheat, live stock and ores of the upper country come down to Portland, this will be the most advantageous point at which to procure merchandise and necessities for that entire region. Portland can thereby most readily receive the products of the Columbia basin, and supply the mercantile wants of her people.

The above reasoning not presented as a special plea in favor of Portland, but simply as a statement of the facts in the case, is absolutely conclusive of the natural pre-eminence of the city at the entrance to the gateway of the upper Columbia.

But this only half states the case. While the waters of the Columbia and its tributaries have made passes to all parts of the river basin for the railroad, they are themselves a means of transportation

of the most gigantic power. To be sure, this river, and the rivers which feed it, are wild and violent streams. They flow with great force, often break into rapids, and are at many places obstructed by rocks. The Columbia has four impassable rapids, or cataracts, and half a dozen others of such strength as to strain a strong steamer in passing. The Snake river is swift and turbulent through a large part of its course and boasts the highest water fall of any great river in North America. Such streams as the Deschutes, John Day, Klickitat, Yakima, Spokane, Palouse, Pend d'Oreille, Okanagon and Kootenai, or the tributaries of the Snake, for the larger portions of their way are fierce torrents cutting their canyons hundreds and in places thousands of feet deep into solid rock. But it is by no means impossible to bring most of these rivers into use for the purposes of commerce. By canals, locks, boat railways, wing dams and removal of obstructions, the Columbia may be made navigable for all sorts of river craft, for one thousand miles. It will thereby become an artery of commerce bearing a fleet of steamers and barges loaded with grain and ores. Any product might thus be brought even from the British line at prices which literally "defy competition." The opening of the Snake river to its head waters would be a matter of more difficulty, but to the Salmon Falls the river may be improved so as to accommodate steamboats of all kinds. Every one of the hundred minor streams might likewise be made fit for bearing off the abundant products of the soil. The time may come when a net work of canals, both for irrigation and for the uses of commerce will cover the surface of the Columbia Basin. Such commerce will necessarily flow to the Columbia, and to Portland. The value of water will be better understood. The railroad as an agent for transportation has been exaggerated somewhat out of its natural proportions. Its great speed will always commend it to travelers, but in the movement of such heavy articles as grain and minerals, rocks and wood, the slower but less expensive water will play a very important part. As population increases in the continental areas, there will spring up a class of hydraulic engineers and inland navigators bringing our numberless rivers to their highest use as generators of power, as means of irrigation and of transportation.



As was noticed in reference to the waters of the Willamette Valley these streams of the Columbia Basin will have a high value in restraining railroads from extortionate charges. This will make the people of the upper country independent, and they will naturally look to the city which they reach at minimum expenditure for supplies and make it their commercial center.

It is clear beyond all contradiction that, with the Columbia river and its tributaries open to navigation, Portland commands the interior as no other city on tide water. By no possibility can any port on Puget Sound have two thousand miles of river navigation, laying open the continent as far as Idaho, Montana and British Columbia. By choice of rail or river, and by the judicious use of each, Portland and her inland customers will be brought into communication at the greatest possible economy of both time and money, and the business between them will therefore flourish at the least possible expense.

It is sound policy, therefore, for the people of Portland to push vigorously for the opening of the upper Columbia. The work at the Cascades, however, is progressing, and no doubt within ten years the two thousand miles of inland navigation will no longer be locked up by rocks and shoals.


By the foregoing examination it appears that while Portland sits at the cross roads of the great North, South, East and West tracks of commerce, her avenues of approach from every quarter are perfect, or certainly capable of being made so. If this does not enable her to do a wider, more expeditious, more direct and comprehensive business than any other place on the North Pacific Coast, there is nothing in position. Such are her commercial advantages.

While noting these advantages as pre-eminent, it will not be contended that there is no room for other great cities on the Coast. Puget Sound will certainly have three or four; the Inland Empire, half a dozen. At the mouth of the Columbia there will be a large lumbering, coaling, and shipping city. At Yaquina, at Coos Bay, and in Southern Oregon there will be large towns. But the larger and more active these surrounding places, the more populous and

energetic will be the center, for through it can they all most readily reach each other, and the business which is common to the whole section must be transacted here.

Next in line comes consideration of Portland's advantages as a manufacturing point. First, as to raw material. It scarcely need be said that if Portland can reach every part of the Northwest by natural channels and roadways, she can readily obtain all raw materials produced in the section. Logs for manufacturing lumber may be brought up the Columbia or floated down it, or floated down the Willamette, or brought on rail cars from the forests to left or right. Materials for the manufacture of paper are found near. Woods for excelsior, furniture and ship-building are no less at hand. Wheat, oats, rye, barley, for bread stuffs and meals; wool, flax, hemp, for cloths, twines and ropes; broom corn; manilla (from abroad) for ropes; tar and turpentine; ores of lead, silver, gold, copper and quick-silver, nickel and manganese from the whole circle of mountains; limestone; cement rock, marble, all may be obtained from places comparatively near. Iron, the *sine qua non* of modern civilization, lies in hills of limonite six miles north, and also eight miles south, and exists to even a greater extent in portions of Columbia County distant twenty to forty miles. Other iron beds are accessible from all parts of the Northwest. Such a list of materials for manufactures at her very doors, which must in truth pass by her to go else where for working up, shows that Portland has no lack of stuff to begin on.

While material is thus abundant—inexhaustible—power equal to it may be found as near. Coal exists in vast deposits in the mountains forty miles northwest, and may be obtained also in ships or by car-loads from a dozen other points. But the great source of power is the Fall of the Willamette at Oregon City, twelve miles south. This is one half greater in energy than the fall of St. Anthony, in the Mississippi, at Minneapolis. It is forty feet high at low water of the Columbia, and is six hundred feet across and never ice bound. Streams might be led out from above this fall and conducted in flumes along the hillsides to Portland, and there be made to energize machinery. But it is now a more popular method to reduce this power



By means of dynamos, to electricity, and convey it upon wires direct to the machine rooms in the factories at Portland. The loss is found to be but eighteen per cent.

As if this fall of the Willamette were not enough—sufficient to drive the looms of Manchester—there are sixty miles distant the Cascades of the Columbia, of one hundred times greater strength—practically unlimited and infinite. At this point the Columbia falls thirty feet in less than three miles, with a volume varying according to the season from ten million to seventy million cubic feet per minute—quite equal to that of the Mississippi at its mouth. There is no place in the world where there is such an aggregate of water power on tide water, as at Portland, obtaining its supply from these two cataracts. Power for manufacturing, like raw material, is found here existing to an extent beyond all calculation. It only remains to put the two together to do the manufacturing of the world. Of course means of exit and transport of the manufactured articles are as good as the means of bringing in the raw materials.

It only remains to consider the supply of labor to close the circle of manufacturing. Laborers by the thousands may be gotten in a few weeks from all parts of the world. The question is whether the conditions are such that once here they can work as cheap and efficiently as elsewhere. It seems likely that in a region where food and fuel are unusually plentiful and cheap, and where from the mildness of the climate fuel is not used to so great an extent as in colder regions, the cost of living would be so much reduced that a laborer could afford to work for at least as small wages here as elsewhere. Nor, with proper sanitary regulations does any reason appear why they should not work as efficiently. Particularly, as seems likely if the laborers made homes on the cheaper lands of the hills northwest of the city, or on the highlands northeast, the greater salubrity of these elevations should impart unusual force and vigor both of body and mind. The healthfulness of Portland is equal to that of Philadelphia, the great manufacturing city of America.

With command of unlimited material, power and labor, Portland has advantages for manufacturing in excess of any city on the Pacific Coast, if not in the world. Indeed, it is unique and remarkable in this regard.

The subject of salubrity and advantages of scenery, education and society—partly natural, partly artificial—will appear farther on in this volume, and may be omitted here.

As to the advantages to be derived from topography, the description of the city's site, with reference to the hills and river as given above, exhibits its abundance of water front ; its low lands easy for the use of wholesale houses and heavy business, for elevators, manufactories and mills ; its easy slopes, well adapted to the use of hotels, retail houses, offices and shops ; and the circle of highlands, whose eminences, knolls and peaks lift the residence portion some hundreds of feet above the smoke, surcharged air, mist and malaria to be met more or less at or near the river level. Indeed the atmosphere of the Portland hills is remarkably delicate and pure, having come for the most part from the west as a sea breeze, bearing the salty and tonic properties of its native region, which are destructive to the land-born germs of microbes and bacteria. It is rendered moreover perceptibly odoriferous and balsamic by its passage over the forests of fir trees.

For a great shipping point or harbor, one might think the Willamette too narrow. But as the need of more room is felt it will be entirely practicable, as has been suggested by government engineers, to cut slips into the alluvium and lagoons at the lower end of the city for dock room and ship accommodations of any desired dimensions.

and concluded, being Americans, that they had as much right to the place as any one, and accordingly began building a city. A year of this occupancy did as much for the growth of the place as had the preceding eleven of a British rule. Indeed McLoughlin was so benevolent as to permit the Americans to use his squared timbers for their own edifices. Oregon City grew to her supremacy long before the first nail was driven in a Portland roof. If any one of these three early emporiums of the primitive times had possessed the position to be the principal places that they once aspired to become, they had abundant opportunity for realizing their hopes.

On the Willamette and the Columbia, numberless other points strove to become the place. It was well enough understood that on this strip of water must somewhere be located the metropolis of the Northwest, and every new settler so fortunate as to own a piece of land on either side of the river hoped to make it the center of the capital. Opposite Oregon City, Robert Moore, from Pennsylvania, found indications of iron in the soil, and here laid off Linn City in 1843, and persisted in living upon his site, although he was well laughed at by one of our naval officers for his extravagant hopes. His city later on became known by the less ambitious but more attractive name of Robin's Nest. Below Moore's, Hugh Burns, an Irishman, laid off Multnomah City and started the place by setting up a blacksmith shop. Some years later (1847), Lot Whitcomb, of Illinois, a man of rare enterprise, united with Seth Luelling and later with Captain Joseph Kellogg, to make Milwaukie the New York of the Pacific Coast. Below the present site of Portland, on the right bank of the Willamette, was St. Johns, founded by John Johns, whose brick store is still a conspicuous mark on the green slope of this beautiful little spot. At the head of Sauvies' Island was Linnton, a most ambitious point, established as early as 1844 by M. M. McCarver, with the assistance of Peter Burnett, both of whom were brainy and stalwart men, famous in early history. The former is said to have declared that his city would beat anything on the coast if they could only get nails enough there. Near the mouth of the Willamette Slough was Milton, founded in 1846 by Captain Nathaniel Crosby. On the Oregon shore opposite the lower end of

Sauvies' Island where the lower mouth of the Willamette unites with the Columbia was set St. Helens on a natural site of great beauty. It was established about 1845-46 by Captain Knighton and others. The geographical position of all these embryo cities was equal to that of Portland, and the latter had but little advantage over any of them in priority of date of establishment, or in thrift and ability upon which to begin. All these points were energetic and were possessed of unbounded ambition to be first in empire. During those early years before 1850 the whole lower Willamette was in a state of agitation and excitement, striving to find some point, or node, of crystalization for the coming grandeur of population and wealth. This had been going on some years before Portland was thought of, and she seems to have been selected by nature as the outcome of the struggle for survival.

In proceeding with the history of the settlement of this city it may be well to say that more of it has been forgotten than will ever be put on paper. Written data are few and meagre, and what has been prepared for history is in some cases ludicrously erroneous, as when—probably by mistake of the compositor, which the proof reader and editor did not take the trouble to correct—a man in the Rocky Mountains at the time is affirmed to have founded Portland on the Willamette. A considerable number of the original settlers are still living, and in the case of some, recollection is distinct and most interesting; while others find themselves at fault in trying to remember incidents so long past, by them deemed trivial at the time.

But without further explanation the threads of tradition and story as to the most remote times of the city may be joined so as to form as well as possible an historical plexus.

Long before its selection for a city the site was not unnoticed. Travelers now and then stepped off from their canoes or bateaux, even from times so remote as that of Lewis and Clark; one of whom mentions spending a night at a great bend in the Willamette twelve miles from its mouth where he was entertained in the lodge of a very intelligent Indian chief, who told long stories of his own people and the great tribe of Calapooiah, many days toward the mid-day sun. In 1829, one Etienne Lucier, a Frenchman who crossed the plains

with Hunt in 1811 but afterwards took service with the Hudson's Bay Company, was settled by McLoughlin on the east side of the river opposite Portland, but soon went on to French Prairie.

The very first who set foot on the original site of Portland with a view to assuming ownership was William Overton. It has been almost universally stated that he took the "claim" in 1843. In the first directory of Portland, published in 1863, there is found an historical sketch, doubtless compiled with care, which has become the basis of almost everything written upon the subject since, that gives the story of beginnings as follows: "During the month of November, 1843, Hon. A. L. Lovejoy (at present residing at Oregon City) and a gentleman named Overton, stepped ashore at this point from an Indian canoe, while *en route* from Vancouver to Oregon City, and having examined the topography of the surrounding country concluded at once that this was the most eligible position for a town site." It goes on to say that during the ensuing winter they made preparations to erect a cabin, but before completing their arrangements for a dwelling, Overton disposed of his interest to Mr. F. W. Pettygrove, who in conjunction with Mr. Lovejoy had the site surveyed and the boundaries established, during the summer of 1844. "During the winter of the same year Messrs. Lovejoy and Pettygrove hired a man to commence clearing off timber and to procure logs suitable for the construction of a dwelling house but a change was made in the location, the proprietors deeming it more prudent to commence operations nearer the center of their claim. Immediate preparations were made to clear off the ground adjacent to where the Columbia Hotel at present stands (near the foot of Washington Street) and accordingly a log house was erected on the spot and occupied by their employe during the winter. The building completed, and a portion of the land cleared, the proprietors determined upon having a more accurate survey of their claim, and, in the summer of 1845, Thos. A. Brown was employed to do so."

The circumstances as to time are quite different from the account given by Mrs. Lovejoy, wife of the man named above. She herself came to Oregon in 1843 and was soon after married and lived with her husband at Oregon City. According to her memory it was not until

the autumn of 1844 that Overton set his stakes on the claim, and the story of first occupation runs something as follows :

Though the shore and plateau upon which Portland now stands was at first a dense forest with interminable underbrush, there was along the bank from about Washington street to Jefferson something of an opening, the underwood having been cleared away, perhaps by Indian campers. There were maple and oak trees on the spot. Being a delightfully shady place and about half way between Oregon City and Vancouver, it became convenient as a stopping place for parties on the river to land for a mid-day meal. Lovejoy going upon business in November of '44 from his home at Oregon City to Vancouver, fell in, at the latter place, with the young man Overton, and as it suited the convenience of both, the two arranged for making together the return trip to Oregon City. As they were passing up the Willamette and arrived at the grove, the two men went ashore, and Overton was pleased to show his friend about the place, saying that it was his "claim," taken but a few weeks before. Lovejoy, with a critical eye, noticed the apparent depth of water off shore, and the indications at the bank that ships had made this a stopping place. Overton now disclosed the fact that he had no means to take the legal steps to secure the claim according to law, and offered Lovejoy a half interest in the claim for the expense of recording, and the latter closed the bargain. By this means our city's site fell into the hands of one of the most intelligent and capable men then in the territory.

Of Overton very little is known. His name does not appear on any list of immigrants from the East, and it is surmised that he drifted in from the sea, or came up in '43 from California with the company who journeyed hither with Joseph Gale, a still older pioneer, and his herd of cattle. It has been remarked of him in humorous phrase, "This man Overton stalks through the twilight of these early annals like a phantom of tradition, so little is known of his history, character and fate." Col. Nesmith says he "was a desperate, rollicking fellow and sought his fortunes in Texas, where, as I have heard, his career was brought to a sudden termination by a halter." It is agreed that he came from Tennessee; and that after his short

residence in Oregon he went to Texas. According to the recollection of Mrs. Lovejoy, he was an agreeable, well appearing young man, and she discredits the report of his hanging in the Lone Star State. From his name and native country it has been conjectured that he was a member of the family of Overtons in Memphis, who were among the founders of that city. But whatever his character or fate, he played only an incidental part in our history. Soon after completing his settlement he was seeking to sell his interest in the claim, on the ground that he must go to his mother who, as he now heard, was sick in Texas. He succeeded in disposing of this to F. W. Pettygrove for an "outfit," worth perhaps fifty dollars.¹

General Lovejoy was, on the other hand, one whose name and history are clear and bright throughout the whole of the old Oregon; a dashing, dauntless sort of a man with many popular and commanding qualities, whose career is closely interwoven with that of the whole Northwest. The most successful of the business men of Portland have come from New England or New York, and it was perhaps as a sort of augury of this fact that the first real owner of soil here should be from the old Bay State. Lovejoy was a native of Groton. He studied at Cambridge, but was an alumnus at Amherst college. He became a lawyer and was among the first of the legal profession that came to this coast. On both sides of his house he was of excellent family, his mother's people being the Lawrences, of fame on the east coast. Soon after finishing his professional studies he was led by that spirit of romance and adventure, which in men takes the form of action—in women emotion, in poets imagination—to push out to the west and follow the steps of such enthusiasts as Kelly and Wyeth, and other idealists and discoverers, who had set out from the little rocky hills and stern shores of the "down east" to thrid

¹ The first owner of the Portland land-claim was William Overton, a Tennessean, who came to Oregon about 1843, and presently took possession of the place, where he made shingles for a time, but being of a restless disposition, went to the Sandwich Islands, and returning dissatisfied and out of health, resolved to go to Texas. Meeting with A. L. Lovejoy at Vancouver, and returning with him to Portland in a canoe, he offered to resign the claim to him, but subsequently changed his mind, thinking to remain, yet giving Lovejoy half on condition that he would aid in improving it; for the latter, as he says in his *Founding of Portland*, MSS 30—34,

the labyrinths of the North American continent. He reached Missouri and began practicing law. Here he came upon Dr. Elijah White, the physician and missionary who had spent several years in Oregon at Chemawa, near Salem, had returned east, and now was on the way west again, with considerable dignity and pomp as United States sub-Indian agent for Oregon ; and, better yet, was the leader of a party of above one hundred to this remote region. Joining himself to the company, Lovejoy became an active and daring rover of the plains, and together with Hastings, another scion of a good eastern family, became the subject of a romantic adventure by falling into the hands of the savages at Independence Rock. It was customary to cut one's name on this conspicuous pile, and he was carving his own in large characters when, stepping back to view his work, having drawn a flourish over the "Y," he was embraced by a very large Indian. A band of Sioux was soon on the spot, and the two young men separated from their train, were threatened with instant massacre. The savages were especially fierce in their demonstrations against Lovejoy, leaving Hastings almost unnoticed. This was attributed by the former to the fact that the latter was of a very dark complexion, and was perhaps supposed to be of kith to the captors. Happily, the guide, Fitzpatrick, saw the affair from the train, which was a few miles distant, and Dr. White came to the rescue with some tobacco and trinkets, which were on the whole more valuable to the strolling Sioux than two white men, dead or alive.

Reaching the Walla Walla Valley in October, Lovejoy found Dr. Whitman, the devoted missionary and intrepid pioneer, at Wailatpu, anxious to go to Washington and Boston. Although having just performed a trip that was most fatiguing, Lovejoy had the courage to join himself to the doctor as a comrade and to ride back across the

observed the masts and booms of vessels which had been left there, and it occurred to him that this was the place for a town.

After some clearing preparatory to building a house, Overton again determined to leave Oregon, and sold his half of the claim to F. W. Pettygrove, for a small sum, and went to Texas, where, it has been said, he was hanged. *Bancroft's History of Northwest Coast*, Vol. 11. p. 8—9.

Bancroft, however, states in a note further down that Overton came to Portland from the Sandwich Islands on the *Toulon* in 1846, after his reported removal to Texas.

continent ; now, however, making the journey in the dead of winter. Long marches, snow storms, bitter winds, crossing of violent half-frozen streams ; wanderings, bewilderments, frost bites and starvation diet—sometimes eating dog meat—and riding jaded animals, this was the order of the exercises from November to February. Their route led by Santa Fe.

In the season of '43 he joined the emigrants and made the journey once more across the plains and mountains, reaching Fort Vancouver in the autumn.

Such was Amos Lawrence Lovejoy, a frank-faced, open-hearted man with blue eyes, fair complexion and dark, auburn hair, who stepped ashore with the Tennessean, and laid claim to the site of Portland. The two peered about in the deep woods more or less, but soon went on to Oregon City for their abode, while making ready to hew out a site among the big trees at Portland. By purchase from Overton, F. W. Pettygrove, who had come from the State of Maine, now became a partner of Lovejoy's. The same year a cabin was built of logs near the foot of Washington street as it now runs.

Francis W. Pettygrove was a representative man of the mercantile class of half a century ago. He was born in Calais, Me., in 1812, received a common school education in his native place, and afterwards engaged in independent business ventures. At the age of thirty he accepted the offer of an eastern mercantile company to bring to Oregon a stock of goods. He shipped his articles and took passage with his wife and child on the bark *Victoria*, but at the Sandwich Islands was obliged to transfer to the bark *Fama*, Capt. Nye. Upon this vessel he came to the Columbia river and ascended to Fort Vancouver. To transport his goods to Oregon City, the point for which he was aiming, he was obliged to engage the services of a schooner of the Hudson's Bay Company. Once at the Falls, after his arduous and somewhat troublesome passage hither, he met with good success in the sale of his merchandise. After disposing of this, he engaged in the fur trade, and erecting a warehouse at Oregon City was enabled to control to quite an extent the wheat trade of French Prairie. His labors in establishing Portland were crowned with success and he became a valued and trusted friend of General

Lovejoy, and was universally known throughout the entire territory as a capable man of business and honorable in all the relations of life. Although fortune would have awaited him here, the opening of the forests and breaking of the soil so far induced malarial troubles that he was led to seek the sea coast for the sake of his health. It was in 1851 that he sold out his remaining interests at Portland, and embarking on a schooner sailed away together with several other Portland people to the straits of Fuca, establishing the city of Port Townsend, where he remained until his death in 1887.

The work of these earliest founders may be easily imagined. Lovejoy spent the most of his time in the law office at the Falls wrestling with legal problems with the new arrivals in his profession, or urging on the course of politics, and therefore did not give largely of his time to manual labor. The story is told, however, that he "struck the first blow," that is, we suppose that he was the first to lay hold of an axe and fell a fir tree—becoming thereby, the first to set in motion the wild music in our woods, which since that day has almost constantly sounded on the Portland site and still rings in the decimated forests on the environs. By the printed accounts it appears that it was a hired man who felled the trees for the cabin, and built the establishment. Undoubtedly, both Pettygrove and Lovejoy did not hesitate to take off their coats, and lift with the crowbar. From the long connection of the former with the "shingle store," it seems only natural that he did some of the shake-laying on the roof of this first shanty, which the records refer to so respectfully as a "dwelling." It seems to have been originally intended to put the house on a spot near the ravine where the Portland steam saw-mill first stood, at the foot of Jefferson street, but the site near the foot of Washington street was afterward selected. In 1845 the land was surveyed and some four streets were laid off, making a plat of sixteen blocks. The portion east of Front street to the river was not platted, or rather the whole street and shore were left as one broad street and called "Water." It was perhaps expected that this should always be free for the use of the public, and that the row of blocks between Front street and the river should not be held by

private parties. For a village, without docks or warehouses, it was, at any rate, a liberal plan. The streets were laid sixty feet wide and the lots stood fifty feet front by one hundred feet deep, with eight in a block. These dimensions, especially as to width of streets are now rather straitened for our compact and busy city, but in the primitive days seemed ample, particularly in consideration of the immense timber to be felled and cleared away.

In due time arose the necessity of naming the place. The christening was done in quite an informal and characteristic manner. Lovejoy and wife, Pettygrove and wife, and a Mr. Wilson being at dinner in their residence at Oregon City a little banter began to flow back and forth about the prospects of the city a dozen miles below. It was soon inquired by what appellation it should be known the world over. Lovejoy, being from Massachusetts, wished to name it Boston; Pettygrove, of Maine, favored Portland. It was jestingly agreed to decide the controversy by tossing a penny. Pettygrove happening to have a copper—a memento of old times “Down East”—gave the skillful flip which secured his pet name for the city of one log cabin. At the first throw he was successful, and to please his antagonist a trial by three throws was made, Pettygrove securing two.

It was comparatively an active time on the river that season. In the autumn arrived a large immigration from across the mountains, and as they passed by in boat loads they stopped to exchange greetings, and to make inquiries. Some of them, as James Field, and James Terwilliger, stopped off to stay, and to help build the city. In the fall also arrived the *Toulon*, under Capt. Crosby, and the crew of the vessel came ashore to help Terwilliger to erect his cabin.

In 1846 another of the noted men of early times appeared as owner of a part of the site of our city. This was John H. Couch. He had been to Oregon six years before as a ship-master. He was a Yankee, hailing from Newburyport, Mass., and one who had grown up in mercantile and nautical life, having early sailed to the West Indies. In 1839, he was commissioned Captain of the brig *Maryland* by John and Caleb Cushing, of Newburyport, to take a cargo of merchandise to the Columbia river. It was planned to sell the goods in Oregon,

load up with salmon in the Columbia river and sail to the Sandwich Islands. There exchanging his cargo of fish for oil, he should return home, doubling his money at each turn. The plan was good and Couch made the trip out in safety. He brought his brig over the Columbia Bar, having no pilot nor chart, and in the summer of 1840 landed at Oregon City. He met with no success, however, in disposing of his goods, being unable to compete with the Hudson's Bay Company. He had no better fortune in obtaining salmon and went empty to the Islands, where he sold his brig and secured passage home in a whaler. The Cushings were ready, however, to try the experiment again, and the bark *Chenamus* was built under the eye of Couch, modeled, it is said, after an Indian canoe and named for *Chenamus*, a Chinook chieftan. Couch on the second voyage came prepared to stay with his goods, to sell them out on credit and to establish a Yankee store. He met thereby with better success. In passing up and down the lower Willamette, he soon discovered the whereabouts of the Clackamas shoals near Oregon City and the Ross Island Bar just above Portland. He was obliged on one occasion to use batteaux to lighten up his goods to market. He looked, therefore, quite sharply for the place nearest the center of population fit to be the point of transfer of goods from the sea vessels to the river craft, or to land conveyance. He had been advised on his first voyage to drop down from Oregon City below the Ross Island Bar, in order to avoid being caught above the shoals when the water fell, and had, therefore, passed down and come to anchor off Portland. By this circumstance, and by further examination, he decided that Portland was the proper place and took up the claim adjoining that of Lovejoy and Pettygrove on the north. Although returning for a visit to Massachusetts he came again to his possession, bought back the portion claimed by another, and thereafter became eminent in building up the city.

The early settlers of Portland—to use an expression of Judge Bourgee's—"squatted hard" and struggled mightily against the environment of fir trees. Pettygrove built a store, Terwilliger started blacksmith shop. John Waymire put up a double log cabin and held his oxen in readiness for hauling goods from any chance ship

that might come to port. Whip-saws that had been brought across the plains were gotten out of the Missouri wagons, scoured up and made smooth with bacon grease, and with long, lank stroke the backwoodsmen began to worry through the sappy and pitchy fir logs to make boards of divers widths and thickness. To those accustomed to the hard wood, or even the white pine of the East, our fir trees were rude and formidable, and many a raw hand emerged from the forest sore and distressed, and like Noah's ark pitched inside and out with pitch. Bennett and some other young men set up a shingle camp. D. H. Lownsdale was enticed ashore by the eligibility of the site, took up a claim west of Pettygrove's and started a tannery. William Johnson, whose Indian wife is always mentioned in connection with his name, built a cabin on what is now known as the Caruthers place, smuggling his domicile in an opening in the timber where a stream made the spot inimical to the fir trees. Daniel Lunt, off the *Chenamus*, took up the land next south. James Stephens occupied the claim just across the river. The town got occasional accretions and made little growths, and life rolled on in its toils and perversities, as well as enjoyments and triumphs, toward the year 1849. Public events were few, and the stream of life and incident is so slender that it will be quite impossible to follow it in its details. With the coming of the year of gold there was a great change, and this account of the primitive times from 1845 to 1849 may now be filled out by a resume of the people, the houses and the ships that one would see or meet with in antique Portland. This work being quite largely for reference must be pardoned for adopting a somewhat cyclopediac form, and its pages will be regarded rather as a record of people and works than as a moving panorama of events.

As well worthy to head the list of early residents, after the founders, may be mentioned Mr. D. H. Lownsdale, who arrived in Oregon in 1845, and not long afterwards occupied the section west of the town site, establishing a tannery near the present place of the industrial exposition building. He sold this in 1848 to Messrs. Ebson and Balance. Following these in possession came Mr. A. M. King, who still owns the place, and is now one of Portland's millionaires. He crossed the plains in 1845, from Missouri, and first

In March, 1846, came Mr. Job McNemee, of Ohio, who had also crossed the continent the year previous. He brought with him a family of wife and four children, three sons and a daughter, the latter of whom all Portlanders now know as Mrs. E. J. Northrup, one of our most worthy and representative women. Upon the arrival of families began those more refined ways and sprung up those interests which take the edge off of the semi-barbarism of a simple shipping station or stopping point.

John Waymire, a Missourian, an immigrant of 1845, came to Lovejoy's claim in 1846. He found occupation here in boating goods to Oregon City from the ships that anchored at Portland. In this employment he made use of the oxen which he had brought across the plains; and, in fact, monopolized the express business. He also kept open house at his cabin for travelers, although in those early times those who passed to and fro, either by canoe or by cayuse pony, carried their blankets with them, and were always welcome to eat and sleep at any hut to which they came, particularly if they happened upon that of one whom they had known on the plains. In addition to these labors, Mr. Waymire set up a saw-mill on Front street, the sole machinery being a whip-saw, operated by one man who stood on the log above and did the up stroke, and by another who stood below and did the down stroke and got the dust. This active pioneer, who has for many years been a prominent resident of Polk county, accomplished very much for the early commerce of Portland.

There was, moreover, a camp of shingle makers who preyed upon the beautiful cedar trees that grew among the fir and hemlocks,—bachelor boys; among whom are to be reckoned Wm. H. Bennett, a nephew of G. W. Ebbert, the octogenarian of Washington county, who came out to the Rocky mountains with Joseph L. Meek in 1829; and Richard E. Wiley. Both were intelligent, active men.

Dr. Ralph Wilcox of New York, a pioneer of 1845, was the first physician, and also the first school teacher. In a little frame building on Front and Taylor Streets put up by Mr. McNemee he kept a school of about a dozen scholars. Dr. Wilcox was for many years prominent before the public as a citizen of Portland, and afterwards

in any community." After Col. King came to Portland, if there was anything going on he was sure to have a hand in it, and perhaps to be very near the bottom of it.

Captain Nathaniel Crosby was from Cape Cod, Massachusetts. In early life he went to sea, rose at length to the position of master and finally owner of a vessel. He was, next after Couch, the first to engage in a regular trade at Portland, and accomplished as much as any one for the establishment of our commerce. After leaving Portland, and not succeeding to his mind in building up a city at the lower mouth of the Willamette, he removed to Puget Sound and engaged in milling at Tumwater, near Olympia. He was one of the pioneers and most prominent citizens of Washington Territory.

Benjamin Stark, a name so well known in Portland and perpetuated in Stark street, was born in New Orleans, Louisiana, January 26, 1822. He was graduated from Union School, New London, Connecticut, in 1835. Here he entered upon a business career, beginning in a counting house in New York City, and became a merchant. In 1845 he came to Oregon as supercargo on the bark *Toulon* and engaged in trade. He afterwards studied law and was admitted to practice in 1850. He now rapidly rose in public preferment and was elected a member of the Territorial House of the Legislature, and in 1861 was appointed U. S. Senator by Governor Whiteaker to fill out the unexpired term of Col. E. D. Baker. He served to December 1, 1862. He was prominent in politics as a Democrat, acting as delegate from Oregon to the National Convention of the Democratic party at Chicago in 1864, and in 1868 from Connecticut to the Convention in New York. He has for many years been a resident of New London, Connecticut.

From the above enumeration it will be seen that even in the primitive days Portland had a considerable community of intelligent and wideawake people. Being frontiersmen, or at any rate having acquired the frontier habits and manners in coming hither, they were exceptionally sociable and hospitable. They kept the evenings lively around their hearthstones, and had candy pulls and parties and took pleasure rides in their canoes on the river. The coming of a ship, the erection of a new house, or the felling of the immense

trees, formed items of news and topics of conversation fully as valuable and interesting as the staple of to-day. School was kept up, and religious meetings were by no means neglected. In this latter regard the Methodists were the advanced guard; Rev. J. S. Smith or Father Kelly coming down from their homes at stated times to hold worship in the cooper shop, which was the most commodious building for the purpose.

How it looked at Portland then was about how it looks now at any one of the score of river villages in the woods to be seen on the lower Columbia. The forest was a little notched. Grand trees lay almost three hundred feet long on the ground, and so big and burly that the settler felt grimly after his day's labor in chopping one down, that he had only made matters worse by getting it in the way. He examined his sore muscles and blistered hands and wondered where the strength was to come from to remove the monster; while his cow lifted up her nose at the shaggy bark and impending boughs, finding the path that she had made through the underbrush at many days' toil once more hopelessly closed. So much for background. On the river bank was a small wharf; at the foot of Salmon street a fishery. On Front street at the foot of Washington stood Pettygrove's new store, an ambitious building, made of hewn logs and covered with shingles, giving by its peculiar style and *ensemble* something of a shock to the architectural feelings of the new comer. On the same block stood Pettygrove's house, also a pretentious structure. The cooper shop stood on the site of the Skidmore drug store, and on Second street was a building which the old timers still speak of with more respect than they now accord to the Hotel Portland. This was Capt. Crosby's story and half residence with dormer windows; which is the sole dwelling of our antique grandeur, and now stands on Fourth street. There was one cabin put up by O'Bryant which was covered with a rustic of split cedar boards, but of the ten or fifteen others—not named above—the most were constructed of round logs.

A description by Mr. James Field of the houses in the village in February, 1847, is quite explicit, and although to a certain extent a repetition of the foregoing, may be inserted here. Approaching the town from the lower river one noticed about the foot of B street on

the shore, a log hut; sometimes used by Capt. Couch as a place of storage for goods, and possibly for occupation for himself when off ship. Coming further up, past a stumpy shore, you saw on the northwest corner of Front and Washington streets Pettygrove's store and house. Near by was Whittaker's small one-story frame building. On Alder and Front was situated Job McNemee's two-story residence, and on the same block was a house occupied by Thos. Tallantyre, who had on the river bank in front an establishment for cutting lumber with a whip-saw. On the corner of Taylor and Front streets appeared the double log cabin of John Waymire, in many respects the most important structure in the city. Next south, in the middle of the block, was the house of Dr. Ralph Wilcox. On the north side of Taylor, between Front and First, stood a little cabin 7x9, which for many years led a sort of uncertain and wandering life, such as its exceeding smallness made quite possible. On Main street between First and Second was the blacksmith shop of James Terwilliger and his house stood near. On the south side of Taylor was the cabin of Mr. Doane. There were also one or two houses, or cabins, on the back streets in the gloaming of the fir trees. This baker's dozen of separate roofs comprised all Portland forty-three years ago.


The streets were, of course, little more than ox paths, and skidways among the stumps; gouged out, tramped, bemired in the rainy winter weather; and in the dry times raw and dusty. The city was in those days only large enough to grow, but the swift years were on the way to bring it to metropolitan honors. So much for the people and houses; now for the ships.

The river front was, comparatively speaking, lively with crafts during these four or five years. In 1844 Capt. Couch brought the *Chenamus* up to the mouth of the Willamette, and boated his goods thence to Oregon City. In 1845 Capt. Nathaniel Crosby brought the bark *Toulon* into the river, unloading her at Portland; and from that time made regular trips. He put up and kept a small storehouse at the city front, but for the most part his goods were boated up to Oregon City. In the summer of 1847, there were three large crafts in the river at Portland; the *Toulon*, the *Whitton*, and the *Brig Henry*. The *Whitton* was from New York, a swift, trim bark, under

British Lion, and taken service on the old frigate *Constitution*. I have frequently listened to his narrative of the action between the old *Ironsides* and the *Guerriere*, on which occasion he served with the boarding party. He used to exhibit an ugly scar on his head made in that memorable action, by a British cutlass, and attributed his escape from death to the fact that he had a couple of pieces of hoop iron crossed in his cap, which arrested the cutlass and saved his life." Besides such live specimens of Maryatt's and Cooper's heroes to afford nights of entertainment, there were occasional excitements and stirring scenes. It appears that the place was some times infested by Indians, who somehow got hold of "blue ruin," a vile sort of intoxicating liquor, and made night hideous with their carousals. As, upon one occasion, their orgies were becoming unbearable, and Joseph L. Meek, the Marshal of the Territory, happened to be coming in at the time from the country, riding upon a magnificent white horse that would respond to the slightest touch of the rein, the proprietors of the place appealed to him to rid the town of the savages. Providing himself with a long stout rawhide rope, he mounted his horse and charged upon the camp of the Red Men, laying his strap over their shoulders to right and left, and soon dispersed the tribe into the woods, all terror-stricken at his condign punishment of drunkenness.

Here, moreover, may be quoted Judge Boise's description of the place as he found it some years later: "Then, as now, a place of supply, and containing an abundance of sugar and coffee and some whisky, which latter was often purchased by the hardy pioneer in moderate quantities just to keep out the wet in returning home on his long, slow journey, while he slept by his wagon, often covered by a cloudy sky and exposed to the Oregon mist." Stories are told also of Madame Cooper and her supply of gin on board a craft off shore.

From the foregoing, the reader may infer that the primitive days were very rude and the early population very intemperate. These incidents, however, are given only as illustrating a certain phase of life to be seen at the time. Situated between the very strict and upright community at Oregon City, and the very decorous and



perfunctory English society at Vancouver, the renegadoes of the two, who did not carry their dignity or national preference to a high pitch, used to slip off and together grow hilarious somewhere between the lines. But the men who made Portland maintained a high character even though sometimes under a plain garb of frontiersmen's buckskin clothing.

PROPRIETORS AND GROWTH.

As a resume of the foregoing, and for the sake of gaining a clear idea of early movements, the order of acquisition of property is given herewith. Overton laid the first claim, divided with Lovejoy, and sold his interests to Pettygrove. A few streets and blocks were laid off, and the beginnings were made on lots sold at nominal prices or given away for the sake of improvements to be made on them. Couch laid the first claim to the section north, and Ramsay north of him. William Johnson lived on the claim south of the town (Caruthers) and Daniel Lunt south of him, but sold to Terwilliger. South of this was Thos. Stephens. On the southwest,—the heights—the land lay vacant until claimed in 1850 by Thos. Carter, who came to Portland some years before, and with his family was one of the most useful members of the young society. On the east side of the river James B. Stephens and Jacob Wheeler laid claims, covering the water front. These original places were, therefore, in 1849, in about their present shape. But the section upon which the city was started, the Lovejoy claim, was to pass into other hands before the city made a decided growth.

There were three that were usually termed the Portland proprietors, and who so far broadened and deepened the movements of things as to be called with some propriety the founders of the place—not, however, to the exclusion of any honors due to the first trio. Of these proprietors, the first on the scene was D. H. Lownsdale, whose name is most honorably perpetuated among us in the person of his son, J. P. O. Lownsdale. He was one of the representative men of the nation of half a century ago; intelligent, restless, and strongly patriotic, making the needs of his country an active motive in determining his choices. He was sprung from one of the old families of Kentucky, and at an early age moved with his wife to

Indiana. On this remote frontier he was much distressed by the loss of his companion by death, and returned home, but soon went to Georgia, engaging in the mercantile business. In a few years, owing to failure of health, he traveled abroad, making a prolonged tour of Europe, and spent thus the time from 1842 to 1844. Returning to the United States he found the American public much excited upon the Oregon question, and with no hesitation decided to come to the Pacific shore, and help hold it against the aggressions of the British. Reaching the Columbia in 1845, he looked about for a location, and found none superior to that of Portland. He laid his claim as near the river as he was able, taking the place now owned by A. N. King. This was then a dense woods, much of the timber being hemlock. The presence of these trees and the abundance of hides in the territory, led Mr. Lownsdale to establish, as a means of livelihood, a tannery, upon the small creek which flowed along the eastern side of his claim, and which, from the fact of the business thus established has become known as Tanner's Creek. This was the first leather making establishment of any importance on the coast and well nigh made Portland. Lownsdale was fully impressed with the value of Portland as a prospectively great city, and sought to gain a holding on the river front. In 1848 he found the opportunity. Lovejoy had sold his interest to Stark, and now Pettygrove was becoming so much shaken by ague as to desire to retreat to the coast. Lownsdale accordingly bought of the latter his whole interest, paying therefor \$5000 in leather—specie not then being current in Oregon.

Being now owner of the whole site—afterwards coming to an agreement with Stark by which the latter had the triangular strip now included between Stark and A streets, and the river—Lownsdale set in operation as many plans as he could devise for the increase of the place. He sold lots at small prices, or even gave them away, for the sake of improvements. He saw quite early the need of a partner in this work and found the right man in Stephen Coffin, then of Oregon City, to whom he sold a half interest.

Coffin, who became during the troubled times of 1861-62 Brigadier-General of the Oregon Militia by appointment of Governor Gibbs, was one of those men of noble presence, fine bearing and

generous feelings, for which the early days of our State were distinguished. He is described as possessing a most benevolent face and in his later years a crown of abundant white hair upon his head. He also was a "Down Easter," having been born at Bangor, Maine, in 1807. While still young he went to Ohio, and as early as 1847 arrived in Oregon. The first two years of his life in our State were spent in hard work at Oregon City so successfully as to enable him to take advantage of Lownsdale's offer.


In the autumn of the same year the third partner, William W. Chapman, was admitted to the partnership, making a very strong triumvirate. Chapman was a Virginian by birth. Early deprived by death of his father, he was left to make his own way in the world, with what assistance might be rendered him by a kind brother and affectionate mother. He succeeded in gaining a substantial education and a recognized position as a lawyer before the Virginia Bar. While still young he went with his family to Iowa, and soon took the lead among the lawyers of that region—in a day so early that the Hawkeye State was still a part of Michigan. He was soon appointed U. S. District Attorney, and in this office made so good a record that when Iowa was set off as a separate Territory he was chosen delegate. At Washington he made his mark as the defender of Iowa's claim to the strip of territory on the south border which was also desired and at length contested for by Missouri; and against heavy odds he was entirely successful. In the convention to form a constitution for Iowa upon its admission as a State, he was very influential and became the father of the measure to transfer the gift of public lands from public improvements (roads) to the use of public schools, and to provide for judges by popular election. Both these were new and untried measures, but have now been incorporated into the organic law of the Western and of even some of the Atlantic States. He was also, either in Congress or out of it, the originator of other important legislation, such as the pre-emption law for settlers.

He had come to Oregon in 1847, settling first at Corvallis and later at Salem. He was also much at Oregon City, and was making a study of the points most likely to rise to commercial importance. He

was ultimately convinced that as at Portland transportation by water could most conveniently reach that by land, this must be the place for a city

Of the company thus formed, Coffin was the President, and Chapman, Secretary, and the land was held as an undivided interest. Schemes for the growth of the place began to be elaborated, and all three of the men worked with untiring energy. The section was surveyed and platted, The new streets running north and south were made eighty feet wide. The river was examined, and at Swan Island a large log that was a menace to navigation in the narrow channel was removed.

It must not be supposed that simple natural advantages can ever make a city. It is pre-supposed that as much energy and intelligence are put forth in its interests as in that of some rival point. It is only by making the human factor equal to that in other places that the factor of better natural facilities is ever made preponderating. In the early days of Portland, the proprietors had to work like heroes day and night to hold their city up to its advantages. It had a number of exceedingly strong and pugnacious rivals. Oregon City was rather easily letting go the race for commercial supremacy, holding on confidently to its position as the political capital, but Milwaukie was coming into the race with great vigor. The proprietor, Lot Whitcomb, was a man of as much ambition as ever lived in Oregon, and had staked his last dollar and his whole hope of fortune upon the supremacy of the city that he had laid off on his claim. It was for him a serious matter to miss having the greatest city of the Pacific Coast upon his farm. In 1847 he began his operations, and in '48 was greatly strengthened by the arrival at the place of Captain Joseph Kellogg, who at once entered into his purpose to build the city. A sawmill was erected, and soon ships loaded with lumber and produce were dispatched from her wharf down the Coast to San Francisco. The avails of some of these trips were so great that a vessel, the old bark *Lausanne*, was purchased out of the profits. The transaction was made at San Francisco, and the bark happened to have at that time a pair of engines and all necessary machinery for a steamer, which were included in the bargain. Coming into possession of this



steam engine, Whitcomb determined to build a river racer to make sure the advantages of his city. By Christmas day, 1850, his task was done, and the steamer *Lot Whitcomb*, amid the tumultuous rejoicing of the people, slid down the ways into the Willamette. She was a first-class, commodious boat, staunch and moderately swift, and at once began making a trip to Astoria, charging \$15 fare, and passing by Portland, as she steamed to and fro, without so much as giving a salute.

St. Helens was also a formidable rival. The Pacific Mail Steamship Company, who first made Astoria their stopping point, soon bought at St. Helens a large land interest and made this the terminus of their line. By the terms of existing navigation in the winter of '50-'51, Milwaukie was the head of river and St. Helens the head of ocean steam navigation; and Portland was left forlornly in the midst unprovided for. But before seeing how the proprietors extricated themselves from this difficulty it would be more accordant with chronology, and indeed the order of growth, to see what class of citizens and what improvements were being added to the city.

During the summer of 1849 the rush to the gold mines became so general that the city was well nigh depopulated, but three men remaining within its limits. These were Lownsdale, Warren and Col. King. This out-going tide was necessarily calculated to leave Portland high and dry on her alluvium. But there is never an ebb that is not followed by a flow, and the autumn of that year, and the winter following, saw the Portlanders flocking back again. Losses were more than made up, and the "dust" from California set in motion the wheels of enterprise in a wonderful way. We are told that "the year passed out and 1850 was enthroned with brighter promise. The prices of wheat, flour, lumber, fruit and vegetables, went up to fabulous figures in San Francisco, and Oregon began to reap a splendid harvest from her fertile soil. By and by, too, the miners began to return. They were not much to look at—tanned, tattered, inhabited, maybe, but under their frowsy gaberdines was a complete mail of money belts, and they were just as good as gold. Business revived and enterprise got upon its legs.

Besides Chapman and Coffin, there was a considerable number of new men who added force and brain to the little community. Deacon Homan M. Humphrey, who gave name to Humphrey's Mountain by taking there his claim, settled in 1849. A descendant of an old Eastern family, he had for some years before coming to Oregon been a pioneer of Iowa, and incorporated in his character the inflexible virtues of his ancestry and the added facility and adaptability of mind gained from Western life. Thomas Carter located his claim a little later, and one Jones, farther up the canyon, made his beginning on the land now occupied by the Poor Farm.

Religious societies began to be formed. Rev. George H. Atkinson, whose name will always be known in Oregon as one of the most able and self-denying of her missionaries and pioneers of civilization, had come to Oregon the year before and located at Oregon City. While attending to his own field, he was also seeking to establish churches at other points, and for the work at Portland was urging his society to provide a pastor. Designated for this field was Rev. Horace Lyman, together with his wife, who sailed from New York in November, 1848, on the bark *Whitton*, making the passage around Cape Horn in six months to San Francisco. From that city they voyaged up to the Columbia Bar on the *Toulon*, which was a month or more on the water, often rocking on the idle swells and lying too, in the murk of a very smoky autumn, waiting for a west wind, and at length running upon a sand flat once inside the breakers. Up the rivers to Portland they were accommodated on the prim little *Sarah McFarland*, while the brig worked up on the tides so slowly that the passengers had ample time to go ashore and hunt bear, or go fowling for geese and ducks. Mr. Lyman was from Massachusetts, born in 1815 at East Hampton; an alumnus of William's College, and of Andover Theological Seminary. Arrived in Portland, he found accommodations for himself and wife in a building erected to serve as a stable. The first winter was spent by him in teaching school and in preaching, and making ready for a church organization and a church building. He was exceedingly active in religious, educational, benevolent and temperance enterprises, and soon became known over the whole State as

among the foremost in these endeavors. He cleared with his own hands the ground occupied by the First Congregational Church at Second and Jefferson streets.

Even more widely known was the first Methodist minister, Father Wilbur, who arrived upon the scene at about the same time. He was a New Yorker, having been born at Lowville in that State in 1811. This was out in the wilderness in those distant days, and as he grew up the boy had the struggle to make with labor and self-denial. By his Presbyterian parents he was rigorously brought up; taught that the chief end of man was not in the trifling pleasures of the world. With this creed he was not, during his younger days, in full accord, but bent himself to the acquisition of fortune and the accomplishment of secular ends. At the age of twenty-nine, however, but a month after his marriage, he gave up wholly his worldly aims and offered himself to preach the Gospel. His services were accepted by the Methodist Episcopal Church, and he was licensed to exhort. Having obtained a fair academic education, he was able to perform satisfactory work, and labored with much zeal and fidelity in the Black River Conference. In 1846 he was sought as a missionary to Oregon. He came by way of Cape Horn, and was accustomed to perform labors on the vessel for the sake of relieving the tedium of physical inaction. Arriving in Oregon, June 27, 1847, he passed by Portland, in its woods, to Salem, and at that place and Oregon City remained two years. After this he was appointed to the Portland Circuit. Being a man of great physical force and power, he not only did the work of pastor, but also performed much manual labor. His toils at that early day are well described by Rev. H. K. Hines in the following language: "Stalwart and strong, the great forest that stood where the church (Taylor Street) now stands, fell before his axe. Versatile and resolute, the walls of the old church and academy rose by his saw and hammer, or grew white and beautiful under the sweep of his brush. Tireless and evangelical, Sunday listened with gladness to his earnest preaching of the Gospel. Poverty was fed at his table. Weariness rested on his couch. Sickness was cured by his medicine."

An ambitious man, full of plans and endeavors for the promotion of religious and humane enterprises, Father Wilbur was a central figure in the community in which he acted. He was one of the radical men of the early days.

Another man noted for his urbanity, generosity, and ability was Hiram Smith. He came to Oregon first in 1845, as a sort of scout of civilization, to spy out the new promised land for the restless millions behind. He was sometimes known as "Red Shirt Smith," to distinguish him from the other Smiths, who bore such pseudonyms as "Chickamin," "Carving Knife," "Three Fingered," or "Blubber Mouth." Such soubriquets as these were by no means a sign of contempt, but rather a mark of familiarity and good fellowship, and illustrates how the early pioneers enlivened their difficult circumstances by broad humor. In 1849 he dispatched goods by way of Cape Horn, in the care of his brother Isaac, and a store was established at Portland in 1850. Himself with a large company came across the plains in 1851. Captain Smith, as he was frequently called, was a man of much business experience, having been a manufacturer of fanning mills in Ohio, and was wealthy, having acquired a fortune of one hundred thousand dollars. He used much of his money in coming to Oregon, and in assisting immigrants. During one season he went out toward the Snake River with a supply of provisions to meet the incoming train of immigrants, but found so many of them destitute of means, and being unable to refuse any of them, whether rich or poor, the necessities they so greatly needed, he finally gave away the most of his flour and beef, without money or price. Some of those benefitted finally paid him; as a man who came into town a few years later bringing to his store an enormous dressed hog as principal and interest, and also unburdened himself of a long meditated apology for having cursed him because he had not been allowed more. But many never did. To the poor and unfortunate in the city Hiram Smith was a sort of angel of deliverance, and made a special point of putting broken or dispirited men on their feet once more. Since his death unknown benevolences have come to light, and his gifts during the Oregon Indian wars, for the relief of settlers and wounded soldiers, and his fund placed at

service in his old home in Ohio for the widows of soldiers of the War of the Rebellion, reflect a world of credit not only upon his own name, but no less upon Portland.

Dr. D. S. Baker, who became the millionaire of Walla Walla, was one of the men of this day in our city.

In 1850 William S. Ladd stepped ashore at the little primitive wharf. He is a Vermonter by birth, although his early life was spent in New Hampshire. He developed his energies upon a farm, bringing into productiveness one of the most stumpy and rocky pieces of land in the Granite State. Engaging early in the work of school teaching, he amplified his academic acquisitions, and as employe at the railroad station in his place of residence gained business habits and breadth of outlook. He became somewhat familiar with the products and resources of the Pacific Coast, and upon the news of the discovery of gold in California, reasoned that not the region of the mines, but that from which provisions came to the mines would ultimately get most wealth. Finding that the Willamette valley sustained this relation to California, he determined to come to our territory. He stopped at San Francisco on the way and conferred there with an old friend of his, C. E. Tilton, but not being able to persuade him to go into the business of selling at retail the goods he was receiving from New York, came on up to Portland, bringing a few articles of merchandise with him, and started a small store on the ground opposite the present site of the Esmond Hotel. Mr. H. W. Corbett also belongs to this era. Of this gentleman, as of the others foregoing, a full account is given in another portion of this volume. H. McDonald, an architect and builder of skill, from Rhode Island, who did some government work and put up an opera house at San Francisco, and A. R. Shipley, now of Oswego, were also "Forty-niners." W. P. Abrams, a millwright, a man of great intelligence and public spirit, arrived with his family the succeeding year. A native of Grafton, New Hampshire, he always carried his New England thrift and conscientiousness, together with great kindness and generosity, into his daily life. For a few years before coming to Oregon he had lived in Alabama. While in San Francisco he was sought out and secured

by. Stephen Coffin to come to Portland and build the first steam saw mill. Upon arriving in our city he successfully accomplished this task, and for many years thereafter was engaged in the manufacture of lumber at Portland or The Dalles. In January of 1850 Mr. Cyrus A. Reed, Oregon's landscape painter, arrived in the city, having made the voyage from San Francisco on the Brig *Sequin*, under command of Captain Norton. He, also, was a New Englander, a native of Grafton, New Hampshire, and had received there a substantial education. In 1849 he set sail for California, and engaging in his trade, as painter of signs, was very successful financially. With Mr. Abrams, however, he came to Portland, and has been a devoted lover of Oregon from the day of his arrival.

Much interesting and characteristic incident is related as to the building of the old steam sawmill. It was begun in December, 1849, and finished in the summer of 1850. The main portion being forty by eighty feet, and the timbers solid fir beams sixteen inches square, it was found impossible to obtain men enough in the city to "raise" it. Coffin set off for Oregon City with a flat boat for help, but even thus could not secure a sufficient force. The very painful and somewhat ridiculous predicament appeared of having a mill too big to be put together by all the available men in Oregon. At this juncture Mr. Reed, who had been employed from the first in all sorts of work about the building, offered to build a derrick, agreeing to forfeit one hundred dollars of his wages if he failed. By means of derrick, blocks and tackle, he enabled the men present to lift every timber to its place, and the work went on swimmingly. In 1852, after teaching a term of school, he became a partner in the mill, which was operated under the firm name of Abrams, Reed & Co. Among the workmen on this structure was J. W. Trutch, afterwards Surveyor-General of British Columbia. In 1852, John Gates, Portland's great inventor, came up from San Francisco and joined the company, acting as engineer. General Coffin was still a silent partner, dealing much in lumber, shipping it to San Francisco. On one occasion—to show the uncertainty of business—he is said to have consigned two ship loads to Winter & Latimer, of that city, who reported a low market and advised at length that they were compelled

Mr. Nelson Northrup, long known as a merchant in old Oregon, was born in Auburn, N. Y., and coming to Oregon engaged in business at the Cascades, but soon brought his stock of goods to Portland, where he went into partnership with Montreville Simonds, from Massachusetts. In 1856 he went to Coos Bay, but subsequently returned to Portland, where he died.

Edward James Northrup, the son of the foregoing, was born in Albany, N. Y., in 1834. He came to Portland in 1852, and for a few years served with his father as clerk, but in 1856 engaged in business on his own account, opening a hardware store under the name of Northrup & Blossom, which was the beginning of the present extensive establishment of Thompson & DeHart. Mr. Northrup died at Portland in 1883.

Judge P. A. Marquam, whose memory will be perpetuated in the name of the hill at the south of the town, as well as by his public works, arrived in Portland, August 13th, 1851. A man of keen observation and excellent memory it is most delightful to listen to his account of his voyage hither, and of his impressions upon his arrival. Upon crossing the Columbia Bar, he was much attracted by the sight of the verdure of the hills, and of the general appearance of natural exuberance of the soil. Portland, as a city, took the new comer somewhat aback, being yet in the deep woods. The streets were mire holes during the rainy weather, and settlers from below town hauling wood used frequently to be mired on their way through. A striking habit of the place was also the manner in which the country people, having come to town in their wagons and camped over night, used to get up early in the morning to pound on the doors of the stores to wake the still slumbering clerks. The Canton House on the corner of Washington and First streets, built by Stephen Coffin, was the principal hotel. It was a three-story wooden building, and may now be seen in its present position at the foot of Jefferson street. The Columbia Hotel had a famous proprietor in the person of Col. Gordon, properly Gen. Hinton, of Ohio.

J. C. Carson, a man of wealth and influence in Portland for nearly forty years, was born in Center County, Pennsylvania, in 1825. In 1832 he went to Ohio and there spent his early life, gaining an

education and studying medicine. In 1850 he came to San Francisco with the intention of aiding his former instructor in medicine in the establishment of a hospital in that city. From considerations of health, however, he decided to come to Oregon, and arrived here in the autumn of '51. He operated as contractor and builder until 1857, when he erected at the foot of Jefferson street a sash and door factory, the first in the city. This business, long since removed to a site at the north end of the city near Weidler's saw mill, has now grown to immense proportions. Mr. Carson has been active in our city in educational, religious and political circles. He is one of our most prominent men.

George L. Story, a pioneer in the drug business of our city, and at present an efficient member of the Fire Commission, was born in Manchester, Mass., in 1833, and received his education at a private school in Salem. In 1847 he entered a wholesale drug store, and thoroughly mastered the subject of pharmacy. In 1850 he came out to California, and in '51 came on up the coast to Oregon. With a partner, Devaux Babcock, he bought out the drug store of Hooper, Snell & Co. and carried on the drug business here. He afterwards bought out Babcock and formed a partnership with Story, Redington & Co., of San Francisco. He closed out his interest here, however, to Smith, Davis & Co., and entered into a large wholesale business in San Francisco, but returned to Portland in 1862, and has remained here to the present time. In 1872 he was appointed to fill a vacancy in the Common Council, and was thereafter elected to the same position and served three years. He has also served in the State Legislature from Multnomah County. At present he conducts a large fire insurance business, and is a man held in high esteem by all our people. From no one better than from him may we gain an understanding of the old times in Portland, when the old pioneers were young men together, ambitious and eager to succeed, but all equals, and never so much engrossed in their own concerns as to allow one overtaken by bad luck to go by the board.

W. S. Odgen came on the bark *Madonna* in 1849. Col. Backenstos was also a familiar figure.

At the end of this chapter will be found a list of the names of those living in Portland prior to 1852, which it has been attempted to make complete.

PUBLIC EVENTS AND STRUCTURES OF THE PERIOD.

It is recorded that in 1849 the growing population felt the necessity of some building sufficient for public uses, and that in consequence a movement was set on foot for a schoolhouse, which might also serve for religious and other public meetings—the cooper shop now being too small, or too much cumbered with its own proper belongings, or the owner grown tired of having his tubs and buckets turned upside down for seats. Two thousand two hundred dollars were subscribed and out of this the public building was erected, and served at stated times, in addition to the uses indicated above, as a court room. It was near the Ainsworth Block.

Portland had as yet no newspaper. Its rival, Milwaukie, was setting up the *Western Star*, and at Oregon City the *Spectator* was growing almost venerable with the weight of years. Plainly such a condition could not be endured. Col. Chapman, with more or less definite purpose to relieve the situation, went down to San Francisco, taking along in the bark on which he sailed a stick of fir timber one hundred and thirty feet long, cut from the woods on the elevation now occupied by W. S. Ladd's residence. He intended it as a present to the people of the golden city to serve as a flag staff. Finding there one Thomas J. Dryer, a journalist, with the plant of a newspaper, he engaged his materials and services, agreeing with him that he should come to Portland and publish a journal to be called *The Oregonian*. To this work Dryer was also urged by H. W. Corbett, at that time in San Francisco. The office was shipped in October, 1850, on the bark *Keoka*. By reason of hard winds and storms the vessel did not reach the Columbia as early as expected. The editor elect was, moreover, stranded financially at Astoria, and had to be relieved by a moderate advance from the pocket of Col. Chapman. On this account the new paper was preceded some weeks by the *Western Star*. It was not until the 4th of December that the first issue appeared. On the night of its publication all

hands were busy and the town was illuminated by an immense bon fire in the streets. Various orgies were solemnized in the office, one among them being the initiation of the devil, who was blindfolded and made to perform certain circuits and at stated revolutions to abjure his former occupation by affirming that he would split no more rails. Col. Chapman provided a man to take a bundle of the new issue and start early next morning on horse back, on the west side of the river, and distribute the paper as far up as Corvallis and return by the east side.

In its first issue the *Oregonian* contained some terse and forcible English, and complimented the people upon the rapid growth of their city, and the neat appearance of their residences, remarking that Portland was a town which had sprung up in an incredibly short time. "The buildings are mostly new, of good style and taste, with their white coats of paint, contrasted with the brown and the dingy appearance of towns generally on the Pacific Coast; giving it a most homelike appearance."

The *Western Star*, of Milwaukie, after running a few months, was brought down to Portland and published under the name of *The Oregon Weekly Times*.

The Methodist church, on the corner of Third and Taylor streets, was dedicated in the autumn of 1850; the Congregational church, on Second and Jefferson, in 1851; the Catholic church on Third and Stark, was begun in 1851, but not dedicated until February, 1852.

A public occasion of much interest was the celebration of St. John's day, in 1850, by the Masons. The people assembled at the Masonic Hall, which was still surrounded by logs and stumps, and there formed a procession, and preceded by the military band of Fort Vancouver, marched to the Methodist church, where was delivered an address by Rev. H. Lyman, followed by an oration by T. J. Dyer. Officers were then installed, Lieut. F. S. R. Russell, of the United States Army, acting as Worthy Grand Master. In the evening public dinner was served at the California House. In 1850 the Sons of Temperance were organized with much enthusiasm and large numbers.

In October, 1851, a meeting of very great importance was held. This was to ratify publicly the opening of the road to Tualatin Plains. General Coffin performed the ceremony of laying the first plank, and speeches were delivered in which the coming grandeur of the city was quite accurately predicted. Mr. Tilford, a lawyer and fluent speaker, made the oration, using among others the following expressions which elicited hearty applause: "This is the commencement of an era of commercial prosperity which will continue to increase until the iron horse takes the place of the plank road. There are persons now within the sound of my voice that will live to see the day when a main trunk railroad will be extended from sea to sea; from the Atlantic to the Pacific."

Indeed, this road, which, however, has not to this day been planked, was the factor determining Portland as the site of the principal city. She became thereby most convenient to the farmers of Polk, Yamhill and Washington Counties, who would not haul their produce three to ten miles further to St. Johns or St. Helens. Although for many years very rough, and through woods so deep that the mud dried only by virtue of the longest droughts, it was nevertheless the most popular highway.

SHIPS AND COMMERCE.

Many vessels crossed the bar of the Columbia in 1849 and a number came up to Portland. Of these none was more serviceable than the *Madonna*, from New York, under Captain Couch. This was his third trip out, and by far the most successful. His cargo of mixed goods was disposed of in part at San Francisco, his lumber selling for \$600 per thousand. On board were W. S. Ogden, a prominent merchant of early times, and G. H. Flanders, a sea captain, before this in the employ of John and Caleb Cushing. Capt. Flanders is a man whose energy and enterprise have done much for Portland's commerce. Reaching the city once more, Couch had his land surveyed and platted. It is said that in laying off a street he gave his half for the use of the public, but Stark refused to meet him half way; thus making A street but half width. It is also reported that upon the surveyor finishing the job, worth about \$700, Couch offered him for his

pay, two blocks on Second and Third streets—which were refused. The *Madonna* was run on the route to San Francisco by Flanders, and the firm of Couch & Co. were so prosperous as to be able to dispatch in 1850 the brig *Emma Preston* to China—the first from Oregon to China.

The unfavorable condition of steam navigation, already mentioned, which supplied Milwaukie with a river steamer, and St. Helens with ocean craft, but left Portland to voyage by canoes, or to depend upon uncertain winds, was earnestly examined in order to find a remedy. A general desire and willingness to buy a steamer of their own was freely expressed by the proprietors and leading citizens, and this being rumored abroad, attracted to the northern waters the *Gold Hunter*. She was a side-wheeler, a staunch little vessel, but as stated by one who knew her well, having such a capacity for consuming fuel that on a week's voyage so much of the space between decks had to be used for storing wood as seriously to interfere with room for freight, passengers or supplies. Nevertheless, when she appeared in the Willamette and promised steam communication with San Francisco and the outer world, she was deemed acceptable and bought. Sixty thousand dollars was the purchase price, sufficient to give Portlanders a controlling interest, and of this, twenty-one thousand dollars were paid on the spot; eighteen thousand six hundred dollars were furnished by the Portland proprietors and the rest was made up by the citizens in small shares. Much rejoicing was occasioned by this event, and Portland began to loom up at once as a seaport. Hall, a seafaring man then a resident of Portland, was made captain, and A. P. Dennison, purser. Each owned a few shares of stock. The jubilation, however, was short lived, and the purchase proved a disastrous failure. Some of the stockholders, contrary to expectation, disposed of their shares to the San Francisco holders, thereby giving to the latter a majority interest. After a few trips the *Gold Hunter* was ordered off the route and sent to Central America. This was done wholly without the knowledge of the Oregon owners, and they watched and waited in vain for the return of their steamship. She never came back, but was attached, on the southern coast

for debt and involved her owners in still further expense and loss. Many blocks had to be sold by Coffin and the other proprietors to make good their unprofitable outlay. Although thus unfortunate, they did nevertheless gain their ends. The necessity of steam to accommodate Portland was made apparent, and the ability of her people to supply themselves was proven; and to forestall others from reaping the profits, the *Lot Whitcomb*, and the Pacific Mail steamers both made Portland their terminal point. It was in March, 1851, that the first vessel of the latter company came hither. This was the steamship *Columbia*, a commodious and fine vessel, which ran uninterruptedly until 1860, doing a most successful business. At the latter date she was drawn off for the China trade, and in the Oriental seas was destroyed by fire.¹

The establishment of the *Oregonian*, the opening of steam communication, and the construction of the wagon road to the Tualatin Plains were the things that gave Portland her first supremacy. Of the three none was more decisive than the wagon road, for it fixed the trade of the farmers, brought down loads of grain and other produce, and the droves of cattle and hogs. It made Portland popular; the occupants of the woods and plains finding here rest and relaxation from the limbo of their self-imposed exile. In April, 1851, at the first city election, which was rather a tame affair, since as yet there were no politics involved, there were cast two hundred and twenty-two votes; indicating a population of six hundred or seven hundred—as a very large proportion of the inhabitants were adult men. Although this is but the figure of a village, it shows that Portland had passed all other Oregon towns, and had assumed

¹ It seems that there were three captains of the name of Hall; T. A. Hall, of the *Ocean Bird*; O. C. Hall thought to be his son, of the *Gold Hunter*; and William Hall who married a daughter of Captain Warren, and afterwards went to Washington county, building a flour mill, but was fatally injured by the fall of a burning tree.

Crossing the Willamette in an early day was sometimes dangerous. The story is told of the first ferryman's being forbidden by the proprietor of the East Side, to land on his premises; the crossing was made in a skiff, in the face of the loaded shot gun of the man on the East shore of the river. When the boat touched the sand, however, the ferryman, upon pretense of shipping his oars, suddenly produced a rifle and under its protection the passengers landed unmolested. The affair was watched from the Portland shore by a number of citizens who feared a bloody issue.

metropolitan importance. Indeed, whether from their spirit and energy, their cosmopolitan make-up, or their great expectations, the people of Portland have from the earliest times surrounded their city with the air and manner of a great place.

As indicating something of the strength and importance of the city in 1851, the following list of business houses is given, which is believed to be comprehensive.

H. W. Corbett, general store; Josiah Failing, with his two sons, Henry and John, general store; Capt. C. H. Lewis, of the firm of Allen & Lewis, general store; J. H. Couch, general store; Breck & Ogden, general store; A. M. & L. M. Starr, stove and tin store; Capt. Norton, a small store, but did the most of his trading from his vessel; Thos. Pritchard, grocery; A. M. Barnes, general store; G. W. Vaughn, hardware; Mr. Vaughn also built the first flour mill. Northrup & Simonds, general store; Hiram Smith, who had the sign "No. 1 Smith," to distinguish him from the later arrivals of his name, general store; Lucien Snow, dry goods; G. W. Snell, drug store; Patrick Raleigh, had on hand a stock of goods to be sold out; Frazar & Jewett, general store. Mr. Thos. Frazar, so universally known in our city came on the steamer *Columbia*, arriving at Astoria in March, 1851. From Astoria he found passage to Portland on a flat boat run by Capt. O'Neill, since so well known as a purser on the line of steamboats of the O. S. N. Co. Mr. Frazar was from Massachusetts, a native of Duxbury, and is a descendant of John Alden, famous in the history and poetry of New England.¹

Besides these stores there were vessels lying in the river with stocks of goods for sale. One of these was a schooner from Boston, under Capt. Watson; another, under Capt. Benj. Smith, with A. P. Dennison as partner, or assistant. A French brig under Capt. Trevalliot, lay for some time along the shore, until by reason of improper unloading, and carelessness as to the fall of water, she careened on her side and was sunk. This Trevalliot was a notorious

¹ As men of influence, such as were known to all in the early day, were J. P. Long, a native of New Orleans and a man of intense Southern ideas who kept a small store on Alder street; and Thos. Pritchard, an Englishman by birth, who removed to Victoria as early as 1861.

character, drunken and profane beyond measure. He gave undue attention to horse racing, having a dark Indian pony, that he called "Siskiyou," upon which he charged up and down the streets, defying the town boys and countrymen.

In the latter part of 1851 there were a number of Jewish merchants who made a beginning here in the mercantile line and began to displace their Yankee competitors.

The following is a list of the names of those living at or near Portland prior to 1852. It has been very carefully made up by Mr. John M. Breck, Mr. Geo. L. Story, Mr. Henry Failing, and Mr. T. B. Trevett, all of whom were living in our city at the time mentioned. They will be recognized as among our most capable business men of the present day and merit the thanks not only of the publishers of this work, but of all interested in Portland, for their interest and efficiency in helping us to make the volume complete.

Geo. L. Story, Capt. Wm. Baker, T. B. Trevett, Col. Wm. King, Dr. R. B. Wilson, Dr. L. C. Broy, Frank D. Camp, Rev. Horace Lyman, Rev. C. S. Kingsley, Rev. J. H. Wilbur, Rev. St. Michael Fackler, Knute Peterson, Peter D. Hardenberg, Capt. Moltrop, Samuel R. Holcomb, Nelson Northrup, Mr. Simonds, G. W. Vaughn, Peter Erpelding, Thomas G. Robinson, J. Kohn, Levi Anderson, David Weil, Uriah Harris, Jack Harris, Major Tucker, Nathaniel Coe, Lawrence W. Coe, Eugene F. Coe, Henry Coe, Mr. Tallentire, Thomas Gladwell, Capt. Ayres, A. D. Fitch, Wm. Fitch, John Thompson, Thomas Stephens, Wm. Stephens, Jas. B. Stephens, Finice Caruthers, James Terwilliger, Wm. Blackistone, Peter Guild, Col. Loring, Col. Frush, Capt. Richard Williams, Capt. Wells, Hugh D. O'Bryant, Colburn Barrell, Crawford Dobbin, Job McNamee, Richard White, Allen White, Robert Thompson, Shubrick Norris, William H. Barnhart, Thomas J. Hobbs, Nathaniel Brown, Sam E. May, Robt. N. McLaren, Finley McLaren, Henry W. Corbett, Josiah Failing, Henry Failing, John W. Failing, J. J. Lintz, Jos. W. Cleaver, Dr. Salisbury, A. M. Starr, L. M. Starr, Capt. O. H. Hall, Nathaniel Crosby, Thos. H. Smith, L. M. Simpson, Wm. Seton Ogden, John M. Breck, N. H. Owens, Orlando McNight, F. M. Smith, A. L. Francis, I. B. Francis, Otis J. Dimmick, John Orvis Waterman, John Thomas, Charles Lawrence, W. D. M. Carter, Mr. Southmayd (printer), Mr. Berry (printer), C. A. Reed, E. B. Comfort, Harley McDonald, George W. Higgins, Thos. Frazar, Mr. Jewitt T. B. McElroy, Sam A. Clarke, Joseph Durbrow, John Ferguson, Wm. McMillen, David Lewis, Frank Matthias, Lewis Day, Mr. Adams, Richard Hoyt, Zenas Webber, Anthony L. Davis, Jas. Warren Davis, Thomas A. Davis, Lucien Snow, Herman Wasserman, Fleming family, John M. Murphy, Dr. E. H. Griffin, Mr. Ettlinger, Mr. Simonsfield, A. L. Lovejoy, F. W. Pettigrove, L. B. Hastings, D. S. Baker, Geo. W. Snell, Dr. Saml. Hooper, Deveaux Babcock, C. B. Pillow, A. V. Wilson, Clark Drew, A. B. Stuart, M. M. Lucas, Peter Fulkerson, John B. Talbot and family, John Donner and family, Mr. Bennett, O. Travalliot, Lucius H. Allen, C. H. Lewis,

Peter Dewitt, John H. Couch, John P. Couch, George Sherman, P. Hibert, M. Chappellier, Mr. Daulne, John Ricketson, John Mears, Frank E. Webster, Dan Stewart, Jas. Fruit, R. R. Reese, Thos. J. Dryer, Benj. Stark, Nehemiah Northrup, Mr. Northrup, Thos. J. Holmes, D. H. Hendee, Thos. A. Savier, John D. Walker, D. C. Coleman, W. S. Ladd, Sam Bell, Lewis May, Geo. A. Barnes, Mr. Barnes, Hiel Barnes, Capt. B. F. Smith, Thos. Pritchard, Hiram Smith, I. B. Smith, Richard Kissarn Cooke, R. M. Field, James Field, S. S. Slater, A. H. Johnson, A. C. Bonnell, Zachariah Norton, R. P. Boise, Alexander Campbell, W. B. Otway, W. P. Abrams, Mr. Cheney, John Harlow, Moses Abbott, Dr. Isaac A. Davenport, Mr. Skidmore, Stephen G. Skidmore, A. P. Dennison, G. C. Robbins, C. G. Birdseye, W. B. Marye, J. Blumauer, W. W. Chapman, D. H. Lownsdale, Stephen Coffin, Thos. Hartness, J. B. Backenstos, E. D. Backenstos, Rev. Father Croke, A. B. Hallock, Frank DeWitt, Thos. Carter, Chas. M. Carter, T. Jefferson Carter, A. N. King, George H. Flanders, R. C. Baldr, Wm. Grooms, C. C. Redman, John W. W. McKay, Frank Tilford, Sherry Ross, Mr. Ross, E. L. Goldstein, Nelson Ham, John C. Carson, Joseph S. Smith, J. B. V. Butler, Mr. McBride, Mrs. Apperson and family, C. S. Silver, Jacob Kamm, Sargent, of Sargent & Ricketson, John C. Markly, Ed. Chambreau, Samuel D. Smith, Geo. Kittridge, L. C. Potter, Danforth Balch, Capt. Irving, Gideon Tibbetts, James Wheeler, David N. Birdseye, Mr. Clinkenbeard, Mr. Wimple, Chas. P. Bacon, Wm. Sherlock, Mr. Henderson, David Fuller, J. L. Parrish, Norman Parrish, Samuel B. Parrish, Chas. W. Parrish, French Louis, Mr. Camp, Samuel Marsh, The Roberts family, Hiram Wilbur, W. B. Doublebower, Elijah B. Davidson, Dr. Perry Prettyman, Edward Long, Lewis Love, Clinton Kelly, William Naylor, James Thompson, Eli Stewart, Dr. Ralph Wilcox, George Loring, John Elliott, George Elliott, Wm. L. Higgins, Wm. S. Caldwell, Richard Wiley, Wm. Bennett.

CHAPTER IV.

LAND TITLE CONTROVERSIES.

Measures taken by Proprietors to Protect Land Purchasers' Rights—The Three Causes of Litigation—Legal Points in the Stark vs. Starr Case—Decision of the Courts—Causes of Litigation Over the Lownsdale Estate—Final Settlement of the Case in the United States Circuit Court—Decision of Judge Sawyer and Concurrent Opinion of Judge Deady—Public Levee Case—Grounds of Private and Municipal Claims to the River Front—How the City's Rights were Lost—Legal History of the Caruthers Claim.

IT seems necessary to give in this work some account of the troublesome litigation which rested for a number of years over the city and retarded its growth. It is not a matter of very general interest, but mention of the subject cannot well be omitted, and if treated of at all, enough of the details should be furnished to state the case with clearness and definiteness.

From the way in which Portland was settled, it may be surmised that she had a world of legal difficulties and vexatious questions as to the titles of property. Such difficulties were clearly foreseen by the founders and proprietors, and everything possible was done to forefend and guard against them. In point of fact, the measures adopted at the very first to give validity and permanency to all titles conveyed were eventually confirmed by the highest courts in the nation, but this did not prevent a long, tedious, expensive and, as it seemed at length, a useless controversy.

When Portland was laid off, in 1845, the ownership not only of her site, but of the whole territory was in hot dispute between the United States and Great Britain. Nobody knew whether the Union Jack or the Stars and Stripes ought to be run up at the gable peak of the old hewed log store and at the little wharf on the river bank. Of course, the Americans expected that Oregon would be held by their National Government, and the existing authority in the land, such as it was, was vested in a local Government which boasted a Governor, a Legislature, supported an army and established courts. It also had recognized the necessity of some sort of land legislation, and had passed a law that any one might hold the "section" of land upon which he was living by right of actual possession. But, in its very nature, this Government at Oregon City was provisional—having stated in its preamble that it was intended to hold the reins of government only until such time as the United States should extend her authority over Oregon. It was, therefore, uncertain how the land legislation and land titles would stand when that time should arrive. Such legislation and titles might be confirmed or supplanted by something else.

From 1845, the time Portland was started, until 1848, the time that the Territorial Government was set up, was a period of three years of uncertainty, and it was two years longer before the Donation Act was passed, which substantially recognized and confirmed the land system of the Provisional Government; and it was not until 1852 that any exact or absolute title was obtained for the town site of Portland.

To obviate the difficulties that might spring up, the proprietors took all the precautionary steps that honest and conscientious men could devise. When Lownsdale, in 1848, purchased the town site and obtained a partner in the person of General Coffin, an agreement was made that all lots which had been sold hitherto should be confirmed to the purchasers; that Coffin should obtain as quickly as possible a United States patent to the tract, and that good deeds should then be given to all those who had bought or should buy. When, in 1849, Chapman became a partner, the same agreement was continued. When, in 1852, it was decided that the property could be obtained only by a division of interests so that Lownsdale should take one portion, Chapman a second, and Coffin the third, they all signed an agreement with an enormous bond attached, that so soon as they obtained legal title they would at once issue deeds to all previous purchasers confirming their certificates.

But, in spite of all these precautions, it was a matter of certainty that titles would be contested. It was beyond peradventure that somebody, at some time, would desire to push the question beyond simple private agreement, or the transient legislation of the Provisional Government to the hard and fast decree of the Supreme Court of the United States. The contest came early and was exceedingly hot, but perhaps was just as well decided then as at any other time. There was considerable temporary feeling generated, and those who were put to expense to maintain what they considered their honest rights naturally felt some exasperation at those who contested them.

There were, in general, three main questions to be decided. These arose first, from the claims of Benjamin Stark; second, from the claims of the heirs of D. H. Lownsdale; and third, from the disposition by the proprietors of what was called "the levee."

As to the claims of Stark, he, as we have already recorded, had purchased Lovejoy's interest in the 640 acres of land which then constituted Portland, but when he went to San Francisco not long after, leaving his interest to the care of Capt. Couch, it seems to have been supposed by Lownsdale that he had abandoned his claim. Nevertheless, while yet in California, and upon returning from the gold mines, he asserted his rights and it was finally agreed as the

most equitable settlement that his claim should be conceded to that triangular strip which now constitutes the central portion of the city, namely: the piece bounded by Stark and A streets and the river. But from previous agreements which appear to have been entered into by the proprietors when they supposed that their rights extended down to Couch's line, there arose a number of cases which had to be settled in equity before the United States District Courts. One of these, as a specimen, may be introduced here. This was the case of Stark vs. Starr. It appears that as early as 1850 certain lots 1, 2, and 4, in block 81, had been occupied by persons who had what they regarded as deeds as good as were to be obtained at the time. To be sure these deeds were not given by Stark. The deed to lot 1 had the following genealogy: One Eastman had possession of it, although it does not appear by what legal authority, and gave a deed thereto to Hutchins and Hale, who passed on the same to A. M. Starr and A. P. Ankeny. There was one other link by a certain man, Barnhart, who at one time had a certificate on execution to enforce a judgment of Norton vs. Winter and Latimer, but L. M. Starr was unable to trace his deed to Barnhart. As to lot 2, of the same block, a deed was found from Chapman for the south half, and from Butler to McCoy and also from Marye to McCoy. Lot 4 was found to have been passed in 1850 from Chapman to Powell; in 1856 from Powell to A. M. Starr, and in 1865 from A. M. Starr to L. M. Starr. None of these deeds were traced to Stark, who got his title direct from the United States, and was the first recorded owner. There was a statement by Stark that he never gave a deed to these lots on account of the fact that Chapman had never paid him for them—thus showing quite clearly that all the lots had at some time been held in some sort of an unwritten agreement between Starr and Chapman, but whatever that agreement or understanding might have been nothing of it was at first produced before the Court.

In this situation it appears that Stark concluded to establish what rights he might possess in this quarter, and consequently instituted suit in equity before the District Court at Portland to recover possession. It was decided by the Court that the land had never been conveyed away from Stark, and that whatever understanding

facts which were not shown in the case of Stark vs. Starr, as mentioned above, were developed, and they explained how Chapman happened to be selling land which appeared only under Stark's patent, as follows: Stark and Lownsdale were both in San Francisco early in 1850, the former leaving Couch as his attorney at Portland, and the latter investing Colonel Chapman with the same powers. While there, Stark and Lownsdale talked over their rights and claims in the Portland townsite, the former urging that he had a half interest on account of his purchase of Lovejoy's interest, (although, as it is said, Mrs. Lovejoy never signed the deed), while Lownsdale spoke of his purchase of the whole site for \$5,000 from Pettygrove. But, it was finally agreed in writing to make a division whereby Lownsdale should relinquish to Stark all that portion of the claim north of a certain line which coincides very nearly with the present Stark street; and Stark was to relinquish all south of that line to Lownsdale. It was provided, however, by the latter, that the consent of certain other persons (by which he meant his partners Chapman and Coffin), must be obtained. But, in the meantime, while the two were making this arrangement in San Francisco, Colonel Chapman, acting in his own right and also as attorney for Lownsdale, and not knowing of the agreement, had bought of the company of which he was a member, this block on Stark's portion; and at the same time arranged to sell two other blocks, respectively, to Lownsdale and Coffin. About a month after this Lownsdale came up to Portland and told his partners of his arrangement with Stark. They refused at once to agree to it, but upon condition that block 81 and the other blocks which had been sold since March 1st, or the time of the agreement between Stark and Lownsdale in San Francisco, be left as it had been agreed by the sales of Chapman, the arrangement was ratified and signed by Couch as attorney for Stark. In June, Stark also came back to Portland and made no objection to the arrangement of April 13th, by which block 81 was secured to Chapman; and he received from Chapman a list of all lots sold out of the part assigned to him north of Stark street.

In view of these facts it was held by Judge Sawyer that Colonel Chapman had received a valid title from Stark to the block, good

possession of various Portland people were so by legal title, or simply by way of temporary occupancy which ceased as soon as Lownsdale obtained his patent.

The question also naturally arose, *First*, how could Lownsdale give title for anything more than mere possession to land to which he had no title except of mere possession, as was the case with him before he received a patent in 1852? *Second*, how could a title to Lownsdale for land which he entered in 1852 give any title in the same land, or parts of it, to those who purchased mere possession before that date? *Third*, after Lownsdale got a title to the whole claim without any legal reservations, did he not own the whole of it without reservation? Or by what compulsion could any one obtain from him or his heirs, title to land in every part of which he held a perfect and complete title from the United States, to the exclusion of all others? *Fourth*, even supposing that he had made promises to give title to certain lots which he had sold for valuable considerations, when he should get a title himself, was he not prevented, or barred out from doing so, by the clause in the Donation Act providing that affidavit must be made by all who filed upon land under this act that the land claimed "is for their own use and cultivation, and that they have made no sale or transfer, or any arrangement, or any agreement of sale * * * by which the land shall inure to the benefit of any other persons?"

In looking over all the facts in the case, it seemed to them and to eminent counsel, that the sales made by Lownsdale before he acquired his legal title were wholly illegal and invalid and without binding force in law, and could extend only to simple temporary possession and use which the purchasers had already enjoyed; and they determined to enter suit to recover all property which was included under the specifications of the patent issued to D. H. Lownsdale by the United States. This would of course, dispossess a large number of Portland's property holders who supposed that they had titles to their land, and in this faith had built upon and improved their property. and were confidently expecting to reap their millions of profit when the great growth of the future should come. The legal possibilities of the case were so great as to attract universal attention and to elicit a multitude

Deady, of our city, most readily agreed to the suggestion that Judge Sawyer of the United States Circuit Court should be present from San Francisco, and the case on both sides was conducted with the utmost good spirit and with conspicuous ability, and the final decision of the Court was so careful, cogent and just, as to pass finally without exceptions through the Supreme Court of the United States.

Without following the argument of the lawyers, which was very voluminous, it is possible to give here a brief abstract of the decision itself. It may be premised in a general way that the Court followed a liberal construction, not exactly of the law, as but little law was involved, but rather of the necessities and circumstances of the case. It recognized the validity of the agreements entered into by the proprietors before any United States patents were issued. After giving due attention to the facts in the case, Sawyer's opinion proceeds as follows (First Sawyer, 619) "The decision of this action, I am satisfied, must turn upon the validity, construction, and effect of the said various contracts and conveyances * * * and these must be construed in the light of the condition of things existing at the time and with reference to which they were executed.

"It is a matter of public history, of which the Court can take notice, that Oregon was settled while the sovereignty of the country was still in dispute between the United States and Great Britain; that subsequently, a provisional government was organized and put in operation by the people, without any authority of the sovereign powers; that laws were passed temporarily regulating and protecting claims made upon public lands; and that afterwards, the territorial government was established under the authority of Congress and put in operation long before there was any law or means by which the real title to any portion of land in Oregon could be obtained. The title to the lands in Oregon were vested in the United States from the moment that the right of sovereignty was acquired, and the first law that was passed, by which the title in fee could in any way be acquired from the government was the said Act of September 10th, 1850, called the Donation Act. Long before that time, however, an organized community had existed; lands had been taken up and

improved; towns laid out, established and built up, having a considerable population and a growing commerce. It was necessary, in the nature of things, that some right of property should be recognized in lands, in the dealings of the people among themselves, and laws were adopted by the provisional government regulating the subject. Tracts of land were taken up and claimed by the settlers within the limits, as to quantity allowed; towns laid off, and lands and town lots sold and conveyed from one to another, in all respects as though the parties owned the fee, except that every party dealing with the lands, necessarily knew that he did not, and could not, under the existing laws obtain the fee from the real proprietor. * * *

“But between man and man possession is evidence of title in fee, as against everybody but the true owner. The law protects in his possession the party who has once possessed himself of and appropriated to his use a piece of unoccupied land until he has lost his possession and right of possession by abandonment, as against everybody but the true owner. Such possession and right of possession are recognized as property by the common law, and the right is protected and enforced by the Courts. * * * * *

Prior appropriation is the origin of all titles. Prior discovery and an actual or constructive appropriation is the origin of title even in governments themselves. For communities situated like that in the early settlement of Oregon, no rule could be adopted which would better subserve the public interest than to treat prior occupancy as giving a provisional title to lands in reasonable quantities and under proper restrictions, and thereafter, until the real title can be obtained from the Government, deal with it as between individuals in all respects as if the prior occupancy originated and vested a title in fee. This is the natural order of things, and affords a rule of conduct consonant with the ordinary course of dealings, and the common experience of mankind in organized communities.”

Proceeding upon this broad basis, the Judge cited the circumstances of the case in hand; the Portland Land Claim was taken up, lots sold, improved and lived upon. The party thus occupying acquired possession as against all but the true owner—the United States. This right could be transferred by sale like any other.

"Lownsdale was, on March 30th, 1849, in possession of the six hundred and forty acres, except certain lots already sold. On that day two instruments were executed, each evidently a part of one and the same transaction, between Lownsdale and Coffin, forming a partnership, by which the legal title was to be vested in Coffin, but to be held in trust for the joint benefit of the two. All profits of sale to be were divided, every exertion made to acquire title, each paying half of expenses, and upon dissolution Coffin is to convey one-half to Lownsdale of whatever he may have under title. In this agreement Lownsdale and Coffin were to own each a half interest in all the six hundred and forty acres, except certain lots already sold to various parties as town property; but every exertion was to be made to gain a title to the whole six hundred and forty acres, not excepting those lots—showing that they claim no further interest in those lots, but were to get title to them for the benefit of those to whom the lots had been sold.

"When, in 1849, Chapman was admitted, the three partners were to have an equal interest in the property, excepting town lots already sold previous to this date as town property; and, in 1852, when the section had to be divided up in severalty, so that the proprietors might obtain a title on their own individual account, as provided by the Donation Act, they make an agreement in which they set forth the fact that they have already obligated themselves to make to their grantees a general warranty deed whenever they, as grantors, shall obtain title from the United States, and bind themselves again to make such deeds to the original grantees, their heirs, assigns, etc., whenever they should get the patents for which they were then taking steps to obtain.

"Whenever a new partner was admitted it was expressly provided that the lots already sold should be excluded from the use of the partners, but that the title must be got for all. Whence it follows that acquisition of title was for the benefit of the purchasers, and not of the vendors—partners—only."

It was also further held by Judge Sawyer that although Lownsdale only promised to give the deed when he got a title, and was under no compulsion by that promise to get a title, yet nevertheless that

purchasers, and upon the validity of his patent must the whole validity of the claim of the plaintiffs be made to rest. But, if his title was valid, in face of his covenant, that covenant was not invalidated by the clause in the Donation Act prohibiting future contracts.

The above is but a brief abstract of this most valuable document which brought peace to a large number of Portland lot holders. To sum it up, Judge Sawyer held that in the conditions of the case, and of society, and since a town could have been built in no other way at that stage in the development of Oregon, the promises, agreements and covenants of the proprietors before they got a legal title were still valid after they got that title, and that there was nothing in the Donation Act, or any United States law, to prevent their execution. The cross bill of Dr. Davenport was, therefore, allowed and possession of the property given him; while the bill of the Lownsdale heirs, praying for relief, was denied.

Judge Deady concurred, in the following language: "I concur in the conclusion reached by the Circuit Judge. After careful consideration, and not without some doubt and hesitation, I have become satisfied that by force of the agreement of March 10, 1852, and the subsequent action of Lownsdale, Coffin and Chapman, under and in pursuance of it, each of them took and obtained from the United States a separate portion of the Land Claim in trust for the purchasers or vendees of any lots situated therein, and before that time, sold by any or all of these parties.

"From the passage of the Donation Act—September 27, 1850—and prior thereto, Lownsdale, Coffin and Chapman had held this land claim in common, and made sale of lots throughout the extent of it; but on March 10, 1852, by means of this agreement, and with intent to conform to the provisions of said act and obtain the benefit thereof, they partitioned the claim between themselves so that each was thereafter enabled to proceed for himself, and notify upon and obtain a donation of a separate portion of the whole tract.

"The Donation Act was a grant *in praesenti*. Each of these settlers—Lownsdale, Coffin and Chapman—was upon the land at the date of its passage, and from that time is deemed to have an estate

in fee simple in his donation, subject only to be defeated by a failure on his part to perform the subsequent conditions of residence, cultivation and a proof thereof. This being so, it follows that at the date of this agreement either of these parties could impress a trust upon his donation in favor of any one. And, even if it be considered that the settlers acquired no interest in the land until the partition and notification before the Surveyor General, still each one having acquired a separate portion of the common claim in pursuance and partly by means of this agreement, so soon as he did so acquire it, the trust provided for in it became as executed at once, and might be enforced by the beneficiary thereof, although a mere volunteer, from whom no meritorious consideration moved."

He doubted, however, whether the purchaser of lots could be shown to have contributed in any way to the acquisition of the land from the United States, thinking the taking of portions in less quantities than the smallest legal sub-division, forty acres, was unknown, if not illegal; and that lot holders at Portland would not, in those days of change, think of serving four years to secure simple lots, the value of which was then very problematical. Nor was it likely that any one of the citizens was living upon and cultivating such lots in accordance with the Donation Act. The lot-owner had no right, except to bare possession, and must look to the settler for perfect title, relying upon the written obligation which, in most instances, was given.

He summed up the case thus: "I think the agreement of March 10th, 1852 a valid instrument, and not within the prohibition entered in section four of the Donation Act, against 'All future contracts', 'for the sale of land', granted by the act. By its terms it appears to be a contract concerning the making of title to the parcels or lots of land already sold, and, for aught that appears before the passage of the Donation Act. But if this were doubtful good policy, it seems to me it requires that the instrument, as between the parties to it, and in favor of those intended to be benefitted by it, should be so construed and upheld."

Following is the agreement referred to so often in the foregoing decision, and may be regarded as the palladium of the Portland land

titles, and the end of controversy to all contestants. It was made in March, 1852, when the proprietors found that it was impossible to secure a title jointly to the land which they had been holding and selling as partners. Each covenants that

"First, He will fulfill and perform all contracts and agreements that he has entered into with the others, or each of them, or with other persons, respecting the said tract of land or any part thereof.

"Second, That he will never abandon or remove from the claim which he, simultaneously with the signing and sealing hereof, shall make with the said Surveyor General, to a portion of the said Portland tract, until he shall obtain a patent from the government of the United States, that is to say;

"Third, That he will use all due diligence to procure a patent for the same and that to this end, he will in all respects fulfill and perform the requisition of the law upon this subject: and

"Fourth, That when patent should be so obtained he will make good and sufficient deeds of general warranty for all lots or parts of lots in the part or tract so patented to him, which may heretofore have been sold or agreed by said parties jointly; or any of them separately, to be sold; that said deed, of course, is in all cases, to be made to the original grantee, etc."

For the faithful performance of this covenant, the proprietors bound themselves in the sum of three hundred thousand dollars.

Lownsdale filed his notification, in pursuance of the above covenant, with the Surveyor General, March 11th, 1852, dating his settlement back to September 22nd, 1848. His certificate was issued on October 17th, 1860; and the patent was obtained January 15th, 1865. The period covered by the contests in the courts was from about 1863 until the final decision by the United States Supreme Court some ten years later. By this, Judge Sawyer's opinion was sustained.

The third set of cases arose out of contests about the public levee, the possession of which was contested by the city and private individuals alternately—the strip of land on the river bank between the shore line and Front street. The proprietors, who had become familiar with river transportation on the Mississippi, where the

dykes and levees were used for a sort of depot and point of lading for the flat boats and steamers that traversed the river, seem to have entertained the idea that the city front might be used in the same manner here, and that the public interests of the city and community would be conserved by dedicating this to the people as public property, like a street or park. Coffin, Lovejoy and Pettygrove were regarded as having set this aside as a public levee, and the whole front of the original claim was included. Nevertheless, while it was understood by the public generally that the water front was reserved for the free use of the people, it was never shown in court that any proprietor, either before or after the land was acquired under the U. S. Patent had made any dedication, and in opposition to the general understanding, the proprietors made from time to time private use of it as if they still regarded themselves as owners. Pettygrove and Lovejoy kept upon the levee a private wharf and slaughter-house. When Lownsdale came into possession of the townsite he also held a wharf on the levee as private property.

Nevertheless, the Portland people had firmly imbedded in their minds the idea that they collectively owned the levee, and asserted in court that they paid higher prices for their lots because they were assured that they should have free use of the river front. The matter was brought into court in 1850.¹ In that year Mr. Lownsdale had a building erected upon the fractional block east of Front street, between the river and a lot owned by J. L. Parrish. The latter claimed that his free use of the river was impaired thereby, that the understanding in accordance with which he had purchased his lot was violated, and he therefore sued to have the obstruction removed. While the case was pending, a compromise was agreed upon that if Parrish would withdraw the suit, the river front from Washington to Maine street should be dedicated as a public levee for the free use of

¹ It is stated by an early resident of Portland that in 1850 a lot on the levee was sold to Captain Norton, who began to make improvements. His right to the water front was disputed by those owning behind him, on the ground that this, like a street, was dedicated to the public. In a meeting of the proprietors, C. H. Reed sitting as representative and attorney in fact for Coffin, who was absent, it was decided to compromise by leaving Norton in possession of his lot, but to allow the public to use the rest as public property.

the people. The fact that the proprietors made any such concession shows plainly that they recognized the popular idea as at least partially correct, and was an admission that they had given the people some right to suppose that they might use the river bank without rent or other payment. In this case, the matter was proposed to be settled the more willingly by the proprietors, because a vexatious law suit as to title of any considerable portion of the town tended to retard growth, and to derange business.

But the people of the city took no wise steps to secure their rights if they had any. The suit to remove obstructions was not withdrawn, and therefore, Lownsdale was released from his part of the promise. The common council of Portland acted in a manner peculiar and contradictory. They either forgot for a time that they had any rights to protect and secure for the city, or deemed these of little importance. In 1850, Lownsdale had had the city surveyed by one R. V. Short, and from this survey a map was made by John Brady. According to this map, Front street—then called Water—was bounded on the east side by a line parallel with the western boundary, and the land on the river bank east of the street was laid off in lots and blocks according to the meanderings of the river. In 1852, the common council seemed to consider it a good plan to adopt some map as an authoritative diagram of the city, and probably because the Brady map was most convenient they declared it to be the correct plat of Portland. By this stroke they signed away whatever right they had to the levee. In 1860, however, another council revived the old matter, having discovered during the eight years intervening that the Brady map made no account of the levee, and they now declared that the river front was public property. A crusade was made against those who had put buildings upon the levee, and it was ordained that all such obstructions be removed. About this time, if report is not at fault, Mr. Geo. W. Vaughn, one of Portland's early mayors and the proprietor of the Portland flouring-mill, was ousted from his holding on the levee, by order of the council, and, in disgust, took up his residence for a time in the rival city of Vancouver. A wharf that was in process of construction according to the directions of J. P. O. Lownsdale, was proceeded against. His agents and builders were arrested, and it was threatened to tear down the structure.

After these vigorous measures, however, a great hubbub having been raised, the Council changed its course, repealed its former declaration and ordained that the levee was private property, and that taxes must be paid upon it. The suit brought by Mr. J. P. O. Lownsdale to enjoy the use and possession of his property was decided in his favor—the Court finding that there was no proof that Lovejoy, Pettygrove, Chapman, Coffin or D. H. Lownsdale had ever given the levee to the public; that they had no power to give anything of this property before 1850, since there was no title before that date; that Lownsdale's donation certificate gave him title to the levee; that he claimed all proprietary rights upon it, using, renting and selling portions, and that the city had twice publicly admitted his claim, and had compelled him to pay taxes upon it. Nevertheless, it will always be understood by many that at the beginning, or in the early days, Portland supposed she owned the water front for the public, and that the proprietors had some intention of facilitating commerce and providing against extortion of wharfingers by having a free front for the use of boatmen, farmers and shippers. But, whatever rights she had, she allowed to slip through her fingers.

There was, however, a levee still left. General Coffin dedicated to the city a strip from Jefferson street southward along the river bank to Clay street. He reserved for himself only the right of using it for purposes of ferriage, but afterwards sold this right to the city, giving at that time a quit claim to the whole tract. The question what to do with the property was variously agitated at different times before the City Council. Recommendations for leasing it for the benefit of the city were incorporated in municipal reports, and suggestions for improvements so as to make it of service to the public were occasionally made. But it was, for the most part, neglected for years. In 1885 the Portland & Willamette Valley Railway, having for some time labored to obtain the use of the property, was favored with a bill passed by the Oregon Legislature granting them the premises for the purposes of a depot. This was held not to be inconsistent with its use as a public levee, on the ground that the dedication having been made in favor of the public, the State rather than the city was the beneficiary. Formerly the city

named the levee as one of its own properties, but in the late enumerations it has disappeared, and, as a matter of fact, the whole river front is in private possession, and the city or the public makes claim to no adverse rights.

Of course, all this was not consummated without litigation and legislative pressure. It would seem that such a property as the river front, or that donated by Coffin, was too valuable for the city to lose, and history must call those officials who, by neglect, forfeited the gift, to a severe account. The intention of Coffin was good and his policy correct, and if by constructing a suitable wharf, and charging reasonable rates for the use of it, or by leasing the privilege and fixing wharf rates at a reasonable price, the city had carried out his idea, Portland would always have had the ability to make the best terms for wharfage, stowage and shipping. Nevertheless, it was an idle thought to place any such trust in the hands of men chosen at municipal elections. Special trustees, apart from all political interests and persuasions, should have been appointed and the property managed much as are the City Water Works at present.¹

With this we may dismiss the cases that grew out of the actions of the original claimants and their heirs, and remember that the first disposition of property by Lownsdale and the other proprietors, was confirmed by judicial decisions, except that the contemplated levee, for the use of the public, was, principally by the inefficiency of the city authorities, suffered to fall into private hands.

In respect to the claim of Finice and Elizabeth Caruthers, on the south side of the city, there was also much litigation, which at the close took a somewhat ludicrous turn. The Caruthers were mother

¹ Colonel Chapman states that in the first years all the owners and proprietors at Portland were acquainted with the levee system of the Western cities, and particularly with the commercial methods of Cincinnati. When, however, Couch improved his claim, and built a covered wharf, in the style of the New England sea ports, it was seen that the great convenience of this method would make his place the terminus of vessels, and to induce them to land or load above, it was necessary to build docks and have regular warehouses. It was, therefore, decided to abandon the idea of a levee, and by selling the water front encourage the building of proper shipping facilities. The legal difficulties and contests that followed were regarded as unimportant. The proprietors regarded themselves as merely making the best disposition of their own property for the good of the city.

claim. The case involving almost endless possibilities, and, by its notoriety, inviting the appearance of other sporadic heirs, a company was formed to buy up the rights and the claims of the two contestants. Hannah and Thomas were well paid, and the former withdrawing left the property with Thomas, who turned it over to the company. Their title was confirmed by the Courts, and they proceeded to sell off lots and blocks. Upon the appearance of Villard, and the formation of the Oregon and Transcontinental Railway Company, the stocks of this Caruthers Company was bought for the O. R. & N. R. R., and it was at first proposed to make the terminal works of this road on the west side of the river, near the present site of the Powers' Manufactory. Maps of the city made at that time show the O. R. & N. road crossing the Willamette at Ross Island, and there was at first considerable preliminary work done at this place. The depot and terminal works were finally located, however, on the east side of the river below the city, but the railroad is understood to still own what remains unsold of the original Caruther's claim—illustrating once more how loose property gravitates toward railways.

The records of the Courts have also teemed with litigation as to property on surrounding tracts, as of King, Terwilliger and Balch; while the Holladay case, of more recent years, on the east side, has long afforded items for the press. Into the circumstances or merits of these, however, it will not be necessary to enter here.

CHAPTER V.

GROWTH AND IMPROVEMENTS.

Appearance of the City in 1850—The First Brick Building—Brick Buildings Erected From 1850 to 1860—List of Buildings in 1855—Portland During the Indian War of 1855 and '56—Rapid Growth in 1862—Increase in Population and Wealth, Improvement and Growth From Year to Year—Present Development and Importance of Portland.

IN this chapter we shall attempt to furnish a record of the improvements made in the city during consecutive years, giving statistics of population, of the various industries, and of the buildings erected. While aiming to neglect nothing that is important, we shall try to avoid unnecessary or cumbrous details, and while not expecting this portion of the work to cover all the facts that might be gathered, we hope to make it at least intelligible, and for those who are fond of hard statistics, of considerable value.

In the department of commerce, of transportation, and manufacturing, this chapter will be found but partially filled, since the importance of the growth of our shipping, of navigation companies and facilities on our river, the building of railroads and the construction of manufactories, have been considered of so much interest as to require for each a separate chapter. The reader is therefore referred elsewhere for a more minute account in these special fields.

From preceding pages it has already been learned that in 1850 the town was of the most shabby construction. There were at that time no brick buildings and only two or three frame houses which presented anything like an architectural appearance. There were but two houses which were plastered, that of Mr. Pettygrove on Front street, and that of Capt. Crosby on Second street. Carter's store on Front street was one of the pretentious buildings of the time, being two stories high, but its finishing on the outside was only riven weather-boarding. In the matter of hotels and lodging houses the accommodations were but of the most primitive character. There was the old California house on Front street, and on Jefferson street one Dennis Harty kept a small boarding-house. A boarding-house by a Mrs. Apperson also accommodated the more staid bachelor

population. The old Canton House was built in 1851 by Stephen Coffin, a two story structure of fairly decent appearance and of respectable finish. It was subsequently turned into the American Exchange Hotel and served many years for the purpose of a lodging house. It is now standing at the foot of Jefferson street, one of the few relics of the early day.

The substantiality of a town may be inferred from the sort of material which its capitalists are willing to put into the walls of its structures. Canvas and battens serve for a mining camp, or for some uncertain frontier village. Clapboards and white paint and chimneys denote more hope of permanence, while brick and stone and iron show that it is not only for the present, but for coming generations also, that the city has been established. Portland was wholly of wood until 1853. In this year W. S. Ladd was so far willing to bank upon the future as to construct a building of brick. Mr. Lucien Snow and D. C. Coleman soon followed his example. Mr. Ladd's was that now occupied by Beach & Armstrong; a substantial structure of decent appearance and commodious for the transaction of business. It has been in constant use up to the present time, and while not exactly ornamental or imposing, is not at all discreditable to the business portion of the place. Mr. Snow was a Maine man, having the thrift and enterprise of New England, and Mr. Coleman was a brother of the wealthy merchant of San Francisco of that name.

For the following complete list of brick buildings for the decade, 1850-'60, we are indebted to Mr. Edward Failing, well known as a leading citizen and merchant, whose memory covers the entire period and whose interest in our city insures the accuracy of his recollection. The estimated cost of the earlier structures is given, and where not otherwise specified, but one story may be understood.

1853—W. S. Ladd, 103 Front street, between Stark and Washington; D. C. Coleman, southeast corner Front and Oak (Cost \$9500); Lucien Snow, Front street, between Pine and Oak; F. B. Miles & Co., southwest corner Front and Pine (Cost \$13,500).

1854—Blumauer Bros., Front street, between Washington and Alder (afterwards owned by Cohen & Lyon); J. Kohn & Co., Front street, between Stark and Washington, next south of Ladd's; Geo. L. Story, Front street, between Stark and

Washington, next north of Ladd's; P. Raleigh, southwest corner Front and Stark (2 stories); J. Failing & Co., southeast corner First and Oak, small brick warehouse.

1855—L. Snow & Co., one-story brick next north of the store built in 1853.

1856—Sellers & Friendly, 89 Front street, between Oak and Stark.

1857—Holman & Harker, Front street, between Morrison and Yamhill; Baum & Bro., 87 Front, between Oak and Stark; Benjamin Stark, (3 stories) 91 Front, between Oak and Stark; Hallock & McMillen, (2 stories) northwest corner Front and Oak; M. Weinshank, 2 stores each one-story, Front street, between Ash and Pine.

1858—H. W. Corbett, (2 stories) southwest corner Front and Oak; Benj. Stark, (3 stories) 93 Front street, between Oak and Stark; Allen & Lewis, (2 stories) northeast corner Front and B; E. J. Northup, northwest corner Front and Yamhill; A. D. Fitch & Co., next door north of Northrup; Seymour & Joynt, (2 stories) Front, between Washington and Alder; A. R. Shipley & Co., (2 stories) Front, next south of S. & J.; A. D. Shelby, (2 stories) 105 First, between Washington and Alder.

1859—Failing & Hatt, (2 stories) 83 Front street, between Oak and Stark; Geo. H. Flanders, (2 stories); Old Masonic Hall, southeast corner Front and B; A. D. Shelby, (2 stories) 103 First, between Washington and Alder, north of his store built in 1858.

1860—Harker Bros., (2 stories) next south of Holman & Harker built in 1857; Pat. Raleigh, (3 stories) southeast corner First and Stark; H. Wasserman, (2 stories) Front, between Washington and Alder; Weil Bros., (2 stories) Front, next south of Wasserman; A. D. Shelby, (2 stories) southwest corner First and Washington.

Elegant residences were built quite early. First among these was that of H. W. Corbett, in 1854, on Fifth street, between Yamhill and Taylor, which was replaced by a more costly structure in 1876. Mr. C. H. Lewis erected an attractive mansion in 1863. Capt. Couch's old residence on Fourth street, on the west side of Couch's lake, near H street—still remaining—was built still earlier.

In 1852 the steamboats serving on the river were the *Willamette* owned by the Pacific Mail Steamship Company, on the route to Astoria to connect with the ocean steamers of that line, which did not at first attempt to ascend to Portland; the *Lot Whitcomb*, the *Multnomah*, the *James P. Flint*, the *Washington* and the *Eagle*, running to or connecting with various points on the lower Columbia and Willamette. The still older steamers, *Columbia*, *Black Hawk* and *Major Redding* were worn out, and their machinery was converted to other uses.

In 1854 the steam saw mill was destroyed by fire, introducing a minus sign before the improvements. But there had been activity since 1851 in multiplying structures of all kinds, so that when in 1855 a census was taken Portland was shown to contain four churches, one academy, one public school, one steam flour mill, four steam saw mills, four printing offices, two express offices, four physicians' and six lawyers' offices, two dentists, five cabinet shops, three bakeries, four stove and tin stores, two tailoring establishments, two jewelers, four blacksmith shops, one foundry, three wagon-makers, six painters, two boat-builders, six livery stables, twelve hotels and boarding-houses, three butchers, six saloons, two bowling alleys, one book store, one drug store, one photograph gallery, one shoe store, one candy manufacturer and "a few cigar stores." There were also, besides these, twenty-five establishments dealing in dry goods, groceries, etc., together with ten engaged exclusively in dry goods, and seven in groceries only. The assessed value of property, both real and personal, was one million one hundred and ninety-five thousand and thirty-four dollars.

In 1854 Multnomah county was set off from Washington, being granted a separate government, on December 23d of that year. This gave our city a little more importance as county seat and was greatly to the convenience of our lawyers and the county officials of Portland, who had hitherto gone to Hillsboro in Washington county on county business and to attend court.

During 1855 and '56 the Indian war was raging with bloody violence upon the frontiers, and carried uncertainty into almost every department of business. Portland as a supply point for the armies of the territory, which were scattered throughout the Columbia basin, presented a scene of vast activity. Troops were moving to and fro through her streets; a general camp and headquarters were made at East Portland; distinguished men, such as Gov. Curry, General Stevens and General Wool, were frequently seen in the city, while our intrepid volunteer Colonels, Nesmith, Kelly and Cornelius, either taking out their troops, armed rudely with pistols, knives, shot-guns and rifles, and clad and mounted according to their own means and taste, or bringing back their worn and battered battalions

from tiresome and often unsatisfactory pursuit of the savages, are even yet bright in the memory of our people. Such unknown little officers as Sheridan could not yet be distinguished from the rest of the boys in blue. Less was felt at Portland of the war in Southern Oregon, where Col. Chapman, Col. Kelsey, Gen. Limerick, Major Bruce and General Ross, with other brave men, were "rounding up" and bringing to punishment the oft times wronged, but nevertheless wholly untamed and untrustworthy savages of the Umpqua and Rogue river. But though this military activity stimulated business to a certain extent, it was not a productive or progressive period, and little building was done.

The assessed value of property in 1857 was one million one hundred and three thousand eight hundred and twenty-nine dollars. It is not to be supposed that there was natural shrinkage of nearly two hundred thousand dollars in two years, as the figures would seem to show, but merely a lower assessment. Nevertheless, the increase in property could not have been very great. The population of this year is placed at twelve hundred and eighty. At the election of 1858 the vote polled was four hundred and sixty. In 1859 the first daily paper was issued, *The Portland Daily News*, published by S. A. English & Co. The life of this journal was not of long duration, and it was in no way connected with the publication of the same name in more recent years. In 1859 there was also erected the first really handsome dwelling house. This was the residence of W. S. Ladd, built from the model of a house seen by him during his travels at the East. It was situated on Jefferson street and Sixth, occupying an entire block, and was from the first noticeable for the elegance of its appearance, its commanding site and tasteful grounds. As improved in 1878, it is one of the most substantial of Portland's many beautiful residences.

In 1860 *The Oregon Times* became a daily, and *The Oregonian* in 1861.

By the school enrollment of 1860 it was found that the children of school age numbered six hundred and ninety-one. The total population was two thousand nine hundred and seventeen, of which there were sixteen colored and twenty-seven Chinese. The great flood

of the Willamette in 1861, the highest on record until that of 1890, did some damage to wharves and other buildings along the city front, but occasioned no serious loss. The asylum for the insane was established during the summer of this year on the west side of the river, under the management of Drs. Hawthorne and Loryea. A few years later it was removed to a beautiful site in East Portland, where it remained until the destruction of the building by fire a number of years afterwards.

In June of 1862—the second result of the heavy snow fall of the winter before—the Willamette rose to a great height from the flood in the Columbia, inundating the lower part of the town, but doing but little real damage. In 1861-62 the assessed valuation of property was two millions eighty-nine thousand and four hundred and twenty dollars.

Discovery of mines in Idaho and Eastern Oregon greatly stimulated navigation on the Willamette and Columbia, and as many as twenty steamers were plying in 1862 on these rivers. In that year the population, as determined by the city directory, rose to four thousand and fifty-seven. Of these, seven hundred are reckoned as transient, fifty-two colored, and fifty-three Chinese. The *Oregonian* of that year remarked that the increase in wealth and population had been of the most substantial character. "Eighteen months ago," it said, "any number of houses could be obtained for use, but to-day scarcely a shell can be found to shelter a family. Rents are up to an exorbitant figure, many houses contain two or more families, and the hotels and boarding-houses are crowded almost to overflowing. The town is full of people and more are coming in. Buildings are going up in all parts of Portland, streets graded and planked, wharves stretching their proportions along the levees, and a general thrift and busy hum greet the ear, or attract the attention of a stranger upon every street and corner." "Substantial school-houses, capacious churches, wharves, mills, manufactories and workshops, together with brick buildings stores and dwelling houses and street improvements," are referred to in the city directory. As for occupations the following list is given: Three apothecaries, four auctioneers, three brewers, two bankers; six billiard rooms, two confectioners, five

dentists, twelve restaurants, fourteen hotels, twenty-two lawyers, five livery stables, twenty-eight manufacturers, eleven physicians, eight wholesale and fifty-five retail liquor dealers, forty-five wholesale and ninety-one retail dealers in general merchandise, two wholesale and eight retail grocers.

During 1863 a long step toward improvement was the organization of the Portland and Milwaukie macadamized road, with A. B. Richardson as president, Henry Failing secretary, and W. S. Ladd treasurer of the Board of Directors. The shipping lists of the steamers show large exports of treasure, one hundred thousand dollars, two hundred and forty thousand dollars, and even seven hundred and fifty thousand dollars being reported for single steamers. Six thousand to seven thousand boxes of apples were also reported at a single shipment. The old side wheel river steamer *John H. Couch* for many years so familiar a figure on the lower Columbia, was launched this year. The principal building was that of the Presbyterian church, at the corner of Third and Washington streets. The laying of the corner stone was observed with due ceremony, Rev. P. S. Caffrey officiating, assisted by Reverends Pearne and Cornelius. A new school-house of the congregation of Beth Israel, was opened this year. The arrival of thirty-six thousand pounds of wire for the Oregon and California telegraph line showed the interest in telegraphic communication with the outside world. The assessed valuation of property was three million two hundred and twenty-six thousand two hundred and sixty dollars. The day of independence was observed with great ceremony this year, the United States Military Department, under Brigadier General Alvord, from Vancouver, and the Fire Department and other societies of Portland uniting their efforts to make an imposing parade, while the evening was made resplendent with fireworks. To the country people who thronged the city this was new and imposing, and the imagination of none had yet extended to so lofty a flight as the illumination of the snow-capped mountains, as in recent years, to close the display. A spirited address by Hon. Amory Holbrook, in a time when the scream of the eagle meant something more than lifeless platitudes, added to the inspiration of

the hour. The capitulation of Vicksburg was also celebrated a short time afterwards by a torchlight procession. There was no lack of patriotism in those days.

In 1864 much expansion was noticed. Grading and draining of the streets was largely undertaken. The Presbyterian church was finished at a cost of twenty thousand dollars and was called the finest structure in the State. The Catholic church was improved to an extent of two thousand dollars. J. L. Parrish erected a three-story brick building, fifty by one hundred feet, on the corner of Front and Washington streets. A house was built by the city for the Columbia Engine Company No. 3, on Washington street, at a cost of six thousand dollars. The lot cost two thousand dollars. Two new hotels, the What Cheer House and the new Columbian, were built, and older ones such as Arrigoni's, the Western, the Howard House, the Pioneer and Temperance House were improved. A considerable number of stores and dwelling houses were also put up. The greatest improvement, however, was the O. S. N. Company's dock on the water front between Pine and Ash streets. It was necessitated by the increasing traffic with Idaho and the upper Columbia. There was not hitherto a dock to accomodate vessels at all stages of the water. This new wharf was accordingly built with two stories, the upper being fifteen feet above the other. The lower wharf was two hundred and fifty feet long by one hundred and sixty wide; the upper, two hundred by one hundred and twenty, thus occupying the entire front of one block. For this work there were used sixty thousand feet of piles and timber, five hundred thousand feet of sawed plank, fifty tons of iron, two hundred and twenty-five thousand shingles, two thousand eight hundred perch of rock, and six hundred barrels of cement. The work was completed from plans of J. W. Brazee and supervised by John D'Orsay. The cost was fifty thousand dollars. The wharf and buildings of Couch and Flanders, in the northern part of the city were improved, bringing their value up to forty thousand dollars. The river front was not then as now a continuous series of docks, and these structures made an even more striking appearance than later ones far more pretentious and valuable. In order to prevent delay and vexation in the arrival of ocean vessels, a

call was made for money to deepen the channel of the lower Willamette, and was met by double the sum named. The improvements were soon undertaken with great vigor. Five thousand dollars were spent in grading and improving the public square between Third and Fourth streets on Main. With the general leveling of the irregularities of the surface of the city and the removal of stumps more effort was made to adorn the streets and door yards with trees and shrubbery, and to make handsome lawns. The surroundings of the city were, however, still wild, and the shattered forests seemed excessively rude, having no more the grace and stateliness of nature, and having not yet given away altogether to the reign of art.

The population was now five thousand eight hundred and nineteen; there were one thousand and seventy-eight frame buildings, fifteen one-story, thirty-seven two-story and seven three-story brick buildings—one thousand one hundred and thirty-seven of all kinds.

There were seven wharves in the city; Abernethy's, at the foot of Yamhill street; Carter's, at the foot of Alder; Knott's, on Water, between Taylor and Salmon; Pioneer at the foot of Washington, owned by Coffin & Abrams; Vaughn's, at the foot of Morrison; the O. S. N. wharf, between Ash and Pine streets, and the Portland wharf of Couch & Flanders, in North Portland, at the foot of C and D.

There were thirty-eight dealers in dry goods and general merchandise, thirteen grocers, ten meat markets, four dealers in produce and provisions, three drug stores, fifteen physicians, four dentists, twenty-eight attorneys, three book-sellers, thirteen hotels.

The hotels were for the most part on Front street, showing the as yet comparative cheapness of land along this thoroughfare. There were the Mansion House, at 143 Front street; the Farmer's House, 169 Front street; What Cheer House, 126, 128 and 130 Front street; The Union Hotel, 131 Front street; The Shakspeare House, 25 Front street; The Franklin House on Front near Vine; The Howard House, No. 5 North Front; The New York Hotel, No. 17 North Front; the Pioneer and Temperance House on the corner of Front and Washington; The Western Hotel, at 13 and 15 Morrison street; the Miner's Home, at the corner of First and Taylor.

¹ Old numbers.

As dealers in hardware may be named J. R. Foster & Co., E. J. Northrup and G. W. Vaughn, doing business between Taylor and Salmon, on Front street, and H. W. Corbett and Henry Failing at the present site of the business of Corbett, Failing & Co., on Front, at the corner of Oak. There were also three houses engaged in the furniture business—Lowenstein & Co., at 138 First street; Hurgren & Shindler, at 97 First street, and W. F. Wilcox, at 207 Front street. The real estate agents, now omnipresent and legion, were represented by the single firm of Parrish & Holman. Plumbers were represented by a single name, C. H. Myers, 110 First street. Hatters had but one name, A. J. Butler at 72 Front street, while saddlers had four, J. B. Congle, 88 Front street; H. Kingsley & Reese, 100 First street; Wm. Kern, 228 Front street, and S. Sherlock & Co. 52 Front street. There were as many as eight livery stables—those of Bennett & White, at 116 Second street; M. Patton, on Salmon near Front; R. E. Wiley, corner First and Taylor; Sherry Ross, 165 First street; N. Gray, on Front near Clay; W. R. Hill, on the corner of Front and Market; R. J. Ladd, at 31 Washington, and L. P. W. Quimby, at 63 Second street. There seems to have been a demand for transfer business and numbers of draymen or companies had a license for express work. Many of them, however, were simply delivery wagons. There were forty-six places for the sale of liquor. The photographers were W. W. Davis, at 99 First street; Hack & Dobson, at 107½ Front street; B. H. Hendee, at the corner of Washington and Front, and A. B. Woodard & Co., at No. 5 Morrison street. The printers had three firms, R. D. Austin, at 27 Washington street; William D. Carter, at 73 Front street, and A. G. Walling, at No. 5 Washington street. S. J. McCormick published the Oregon Almanac, 105 Front street; H. L. Pittock, *The Oregonian*, at No. 5 Washington. *The Pacific Christian Advocate* was published at No. 5. Washington by the Methodist Church, and the *Evening Tribune* at 27 Washington street by VanCleave & Ward.

There were salt depots on Front street, a soap factory operated by W. L. Higgins, on Front street near Clay, and a turpentine manufactory by T. A. Wood & Co., near the same site. Carson & Porter, at 208 Front street, and J. P. Walker, at 230 Front Street, foot of Jefferson operated sash and door factories.

The total exports of 1864 reached eight millions seventy-nine thousand six hundred and thirty-one dollars. It is to be remembered, however, that the most of this was gold dust from Idaho, and the price of produce was far in excess of that at present.

During 1865 a steady forward movement was felt. Some of the streets were macadamized, and some were laid with Nicholson pavement. A factory for furnishing staves, heads and hoops ready to be set up into barrels, for the Sandwich Island trade, was established in North Portland. The court house on Fourth and Salmon streets, a handsome building of somewhat massive proportions, two stories in height with dome, and built of brick and stone, was erected at a cost of seventy-five thousand dollars. A public school-house was erected on Harrison street, at a cost of seven thousand dollars. The old Central public school on Sixth street, between Morrison and Yamhill, was until this time the only building to accommodate the thousand or more children of school age. There were, however, other educational institutions in the city; as St. Mary's Academy, on Fourth street, between Mill and Market, with an attendance of one hundred and fifty pupils; St. Joseph's day school, at the corner of Third and Oak streets, with one hundred pupils; Portland Academy and Female Seminary, on Seventh street, between Jefferson and Columbia, having one hundred and fifty pupils; the Beth Israel School, at the corner of Sixth and Oak with sixty-five pupils; a private school by Miss M. A. Hodgson, a lady of culture from Massachusetts and now long known as an educator in our State, and a Commercial Academy in the Parrish building on Front street. For a further and fully connected account of schools from the first the reader is referred to the special chapter on schools.

Of brick buildings made in 1865, Cahn & Co's, at 37 Front Street, extending to First; Wilberg's two-story building on Front Street; Moffett's on Front, and that of Wakefield, Glenn and others on Front, were the most prominent and represented a considerable outlay of money. Cree's building at the corner of Stark and Front, built in 1862, may be mentioned. A broom factory, a match factory, the Willamette Iron Works, and the First National Bank were established this year. To these may be added

Vaughn's flour mill on Front and Main streets, an expensive and imposing building, costing about fifty thousand dollars. About thirty-five thousand dollars was spent on street improvements.

The total value of exports was seven millions six hundred and six thousand five hundred and twenty-four dollars, the most of it being gold dust. To form commercial communication with San Francisco, there were two lines of ocean steamers, one running the *Sierra Nevada* and the *Oregon*, and the other the *Orizaba* and the *Pacific*. Of these the *Orizaba* was the largest, registering fourteen hundred tons. To Victoria the *Active* was run under the command of Captain Thorn. There were sailing vessels also to San Francisco, some of which were later run to the Sandwich Islands. These were the bark *Jane A. Falkenberg*, of six hundred tons; the bark *H. W. Almy* of six hundred tons; the bark *Almatia*, of seven hundred tons; the bark *W. B. Scranton*, of seven hundred tons; the bark, *Samuel Merrit*, of five hundred and fifty tons; the bark *Live Yankee*, of seven hundred tons. To the Sandwich Islands, also, there were then running the barks *A. A. Aldridge*, of four hundred tons, and the *Comet*, seven hundred tons.

Of the steamboat lines on the river there were now in operation the following three: The Oregon Steam Navigation Company, running to Astoria the *J. H. Couch*, with fare at \$6.00 and the freight at \$6.00 per ton; to Monticello, the *Cowlitz* or the *Rescue*, fare \$3.00 and freight \$4.00; to the Dalles, the *New World*, *Wilson G. Hunt*, the *Cascade*, *Julia*, *Oneonta*, *Idaho* and *Iris*, with fare at \$6.00 and freight at \$15; above the Dalles, the steamers *Owyhee*, *Spray*, *Okanagon*, *Webfoot*, *Yakima*, *Tenino* and *Nez Perces Chief*, with fare to Lewiston at \$22.00 and freight at \$60.00 per ton. These were the palmy days of river travel, the steamers being crowded and a small fortune being made at every trip. The People's Transportation Company confined itself to the Willamette and ran the *Senator* and *Rival* below Oregon City and the *Fanny Patton* and others above the falls. The independent steamer *Fanny Troup* ran to Vancouver, and on the Willamette above Canemah there were the *Union* and the *Echo*. The Willamette Steam Navigation Company, still another line, ran the *Alert* and the *Active* on the Willamette. These Willamette

crafts, having no competition from railroads, also did a fair business. The population of Portland in 1865 was six thousand and sixty-eight. The occupations represented are illustrated by the following list: Of apothecaries, four; architects and civil engineers, four; assayers, three; auctioneers, three; bankers, four; billiard rooms, six; bakers, two; contractors and builders, seven; brokers, eight; butchers, seventeen; dentists, three; restaurants, five; hotels, sixteen; insurance agents, three; lawyers, twenty-three; livery stables, seven; manufactures, sixty-three; photographers, five; physicians and surgeons, fifteen; plumbers, two; real estate agents, three; retail dealers in merchandise, one hundred and thirty-three; retail liquor dealers, one hundred and five; theatre, one; wholesale merchants, thirty-nine; wholesale liquor dealers, twelve. There was assayed gold dust valued at two million nine hundred and thirty-four thousand one hundred and sixty-seven dollars. These are the figures of a busy little city. The number of voters was one thousand seven hundred and twenty-three.

During 1866 numerous brick buildings were erected, the most prominent among them being the block of the O. S. N. Co., adjacent to their wharf at the foot of Pine and Ash streets, and the structure of Charles M. Carter on First and Alder streets. By the *Oregon Herald* the latter was called one of the finest buildings in the State and equal to the elegant buildings of San Francisco.

From the foundation to the top of the fire wall it measured eighty-one feet and was three stories in height; the cost was fifty thousand dollars and the finish was elegant. This building was destroyed by fire in December, 1872. The Court House was finished in 1866. A correspondent of the San Francisco *Bulletin*, whose grace and humor of style as a newspaper writer would hardly betray his devotion to the knotty problems of applied law, writes of a view from the cupola of this building. After describing the scenery of the mountains and lands surrounding, he says: "But to return to Portland. On every side of me I saw its varied and sometimes motley structures of wood and brick, densely packed together, and edging out toward the limits of the natural site of the city—a green semi-circle of irregular shaped fir clad hills, on the west and south,

and the water of the bright Willamette, curving outwardly from the north to the south. A radius of a mile from where I stood would not more than reach the verge of the town. Across the Willamette, and upon its east bank, I could count the houses and orchards in the suburban village of East Portland. This place is yet half town and half country, but it is destined at no distant day to furnish an abundance of cheap and comfortable homes to the thrifty and industrious artisans and laborers whose hands are daily turning this raw clay and growing timber into temples and habitations for civilized man."

It was in 1866, also, that the Oregon Iron Company's Works were begun at Oswego, with a capacity of ten tons per twenty-four hours. W. S. Ladd was president and H. C. Leonard vice-president of the company.

The assessed value of property was four million one hundred and ninety-nine thousand one hundred and twenty-five dollars. The export of produce reached the following figures: Flour, one hundred and forty-nine thousand and seventy-five dollars; salmon, twenty-one thousand seven hundred and ninety-four dollars; bacon, seventy thousand and sixteen dollars; apples, sixty-eight thousand eight hundred and sixty dollars; wool, sixty-six thousand eight hundred and forty dollars; making an aggregate of four hundred and fifty-five thousand four hundred and fifty-seven dollars. The shipment of gold dust, bars, etc., reached the large sum of eight million seventy thousand and six hundred dollars, which, it is possible, was an over estimate.

The screw steamship *Montana* and the side-wheeler *Oriflamme* appeared on the line to San Francisco, and the little screw steamer *Fideliter* to Victoria. The population was six thousand five hundred and eight, of whom three hundred and twenty-four were Chinese.

During 1867 there began in earnest agitation for a railroad through the Willamette Valley to Portland, a full account of which appears elsewhere. Propositions were made by the newly-formed railroad companies that the city guarantee interest on bonds to the value of one million dollars, and a committee appointed by the City Council made a favorable report, setting forth the advantage to the

farmers and the country towns of cheap transportation to the seaport and the reciprocal advantage to the city from increased trade and commerce. The movements of the time, of which this was a sign, stimulated building and the sale of real estate. The Methodist Church erected on the corner of Third and Taylor streets, a brick edifice in the English Gothic style with ground dimensions fifty-six by eighty-two feet. It was to have a seating capacity of twelve hundred and supported a tower with a spire reaching a hundred and fifty feet above the ground. It cost thirty thousand dollars. A school house, with a main part fifty-six by eighty feet and two wings, each twelve by forty feet, was built for the North Portland School, between C and D streets. The Bank of British Columbia erected a substantial building on Front street. Brick stores were constructed by Dr. E. Poppleton and others on First street. The Unitarian Church erected an edifice, the tenth church building in the city, on Seventh and Yamhill streets.


Exports of produce and merchandise reached the value of two million four hundred and sixty-two thousand seven hundred and ninety-three dollars. The great apparent increase over 1866 was due in part to a more perfect record kept, but also to actual improvement. The shipment of gold dust fell to four million and one thousand dollars. The screw steamships *Ajax* and *Continental* appeared on the San Francisco line—the *Pacific* and *Orizaba* having been drawn off and the *Brother Jonathan* wrecked some time before. The river was much improved at Swan Island. The population of the city for this year was estimated at six thousand seven hundred and seventeen.

In 1868 the railroad company began work, the west side breaking ground April 15th and the east side two days later. During this year also an independent commerce sprang up with New York, and the way was opened for direct export of grain to Europe. The iron works of the city began to command the trade in the supply of mining machinery for the Idaho and Eastern Oregon companies. The sawmill of Smith, Hayden & Co., on the corner of Front and Madison streets, was improved so as to cut twenty-four thousand feet of lumber per day, and that of Estes, Simpson & Co., on Front

Street, was enlarged to a capacity of twenty thousand feet. The handsomest building of this year was that of Ladd & Tilton, for the Oregon Bank, at the corner of First and Stark streets. It occupied an entire lot fifty by one hundred feet, and was built in two stories upon a basement seven feet in height. The material of its construction was brick, with ornamental iron work, and the pilasters on Doric bases with Corinthian capitals. Upon the interior it was finished with lavish elegance, and the whole cost of the structure was about seventy thousand dollars.

On the corner of Front and Morrison streets was built a four story brick structure by R. D. White. This was originally intended as partly a business house and partly as a hotel, but has now been converted wholly to the latter use. Buildings of brick were erected on Front street by Moffit & Strowbridge, and A. P. Ankeny and others; and on First street by Goodnough & Holmes and Goldsmith Bros. A fire-proof brick building for a sash and door factory was built by Mr. John P. Walker, to replace a wooden structure which had previously served the purpose, but had now been destroyed by fire. Over four hundred dwelling houses were erected, "And yet," says *The Oregonian*, "you will find that there are no desirable houses to rent. The great and increasing growth and improvement of our city is no chimera." Indeed, during this year Portland was experiencing one of those waves of prosperity by which she has been advancing to her present eminence.

The exports of the year reached a value of two million seven hundred and eighty thousand four hundred and eight dollars, requiring the services of nine steamers and thirty sailing vessels. The assessed value of property was four million six hundred thousand seven hundred and sixty dollars. Real estate transactions reached a volume of one hundred and forty-three thousand eight hundred and forty-six dollars. The price paid for the lot on the corner of First and Alder streets by the Odd Fellows was twenty-two thousand five hundred dollars. The shipments of treasure and bullion were three million six hundred and seventy-seven thousand eight hundred and fifty dollars. The population was seven thousand nine hundred and eighty.



In 1869 an Immigration Exchange was formed, by which information as to the resources and opportunities of Oregon was disseminated abroad, and employment was found for laborers. In the line of buildings there were erected seven of brick, aggregating a cost of \$172,000, and twelve large frame buildings costing altogether \$58,000; while many smaller ones were built, making a total of about \$400,000. The most conspicuous of these was the Odd Fellows' building at the corner of First and Alder streets, three stories in height, and costing \$40,000; the United States building for Court House, Customs House and Post Office were begun on a scale to cost three hundred thousand dollars. The reservoir of the Water Works Company on Sixth street, with a capacity of three million five hundred thousand gallons, was built this year. On the improvement of the Willamette there was spent thirty-one thousand dollars. Exports reached one million sixty-six thousand five hundred and two dollars; treasure, two million five hundred and fifty-nine thousand dollars; and bullion, four hundred and nineteen thousand six hundred and fifty-seven dollars. Real estate transactions were upward of half a million. The population of Portland proper was estimated at eight thousand nine hundred and twenty-eight, and of East Portland, five hundred.

In 1870 the steady growth which from the first had been a fairly reliable index of the growth of the northwest coast, began somewhat to accelerate. The railroad on the east side of the river was completed to Albany, and work on the west side was progressing. The shipping of grain to Great Britain was becoming more firmly established. A greater spirit of enterprise was manifested among merchants and other citizens to publish abroad the advantages of soil and climate and position. A number of fine buildings were erected as follows: Corbett's three-story brick building, with solid iron front on First street, between Washington and Alder, costing forty thousand dollars; a brick block, of four buildings occupying a frontage of one hundred feet on Front street, and running back eighty feet, of iron front, costing thirty thousand dollars, built by Lewis & Flanders; a four story brick building, having one hundred feet frontage on First street and eighty feet on Ash, at a cost of thirty-two

thousand dollars, by Dr. R. Glisan; the largest business block yet erected, built by A. P. Ankeny, with frontage of one hundred feet on First street, and running two hundred feet to Front street, costing fifty thousand dollars; an addition by the O. S. N. Co., to their block on Front street, forty by ninety feet, costing twenty thousand dollars; the Protection Engine House at the corner of First and Jefferson streets, twenty-six by seventy feet, costing ten thousand dollars; a new edifice by the Congregational church, at the corner of Second and Jefferson streets, fifty by eighty feet, with spire one hundred and fifty high, costing twenty-five thousand dollars; the Bishop Scott Grammar School building on B street, at the junction of Fourteenth, thirty by ninety feet of three stories, and occupying a superb site. Many smaller buildings were erected this season.

As 1870 fills out a decade, it is not out of place to give here a somewhat more detailed list of the occupations then flourishing in the city. Of hotels there were twenty-two: The St. Charles, at the corner of First and Morrison; The International, at the corner of Front and Morrison; the American Exchange, at the corner of Front and Washington; the Occidental, at the corner of First and Morrison; The Western Hotel, on Front near Pine; the Pioneer Hotel, on Front near Ash; The Shakspeare Hotel, at 23 Front street; the Washington Hotel, corner of Alder and Second; the New Orleans Hotel, at the corner of Yamhill and First; the Wisconsin House, at the corner of Ash and Front; the Russ House, at 126 Front street; the Railroad House, on Front near Yamhill; the St. Louis Hotel, on Front street; the New York Hotel, at 17 North Front; the Patton House, at No. 175 Front street; the Fisk House, on First near Main; the Cosmopolitan, at the corner of Front and Stark; the California House, at 13 Stark street; the Brooklyn Hotel, on First street near Pine. There were also twelve boarding houses and nine restaurants. Real estate agents now numbered six houses; J. S. Daly, Dean & Bro., William Davidson, Parrish & Atkinson, Russell & Ferry, Stitzel & Upton. The wholesale merchants contained many names in active business; Allen & Lewis, Baum Bros., Fleischner & Co., Jacob Meyer, L. White & Co., Seller, Frankeneau & Co., and Goldsmith & Co. Of retail merchants of that time there

may be named C. S. Silver, S. Simon, A. Meier, D. Metzgar, W. Masters & Son, John Wilson, M. Moskowitz, P. Selling, Loeb Bros., Koshland Bros., Van Fridagh & Co., S. Levy, Mrs. C. Levy, Kohn Bros., Galland, Goodman & Co., Joseph Harris & Son, J. M. Breck, M. Franklin, J. M. Fryer & Co., Beck & Waldman, Clarke, Henderson & Cook, Leon Ach, and John Enery. In groceries and provisions there were the wholesale merchants Amos, Williams & Myers; Leveredge, Wadhams & Co., and Corbitt & Macleay; and thirty-three retailers. In hardware, Corbett, Failing & Co., Hawley, Dodd & Co., E. J. Northrup & Co., and Charles Hopkins. The druggists were J. A. Chapman, Hodge, Calef & Co., Smith & Davis, C. H. Woodward, S. G. Skidmore, and Whetherford & Co. George L. Story made a specialty of paints and oils. There were nine houses of commission merchants: Allen & Lewis, McCracken, Merrill & Co., Knapp, Burrell & Co., Everding & Farrell, George Abernethy, Williams & Meyers, Everding & Beebe, Janion & Rhoades, and T. A. Savier & Co. The lumber manufacturers and merchants were Abrams & Besser, Smith Bros. & Co., J. M. Ritchie, and Estes, Stinston & Co. The foundries were the Eagle, the Oregon Iron Works, the Willamette Iron Works, Smith Bros. Iron Works and the Columbia Iron Works. The furniture dealers were Hurgren & Shindler, Emil, Lowenstein & Co., W. F. Wilcox, and Richter & Co. Hat manufacturers were J. C. Meussdorfer, N. Walker, and Currier & Co. The flour mills, that of G. W. Vaughn and McLeran Bros. The physicians were R. Glisan, J. S. Giltner, J. A. Chapman, J. C. Hawthorn, A. M. Loryea, W. H. Watkins, R. B. Wilson, G. Kellogg, J. W. Murray, E. Poppleton, J. A. Chapman, I. A. Davenport, H. A. Bodman, S. Parker, F. C. Paine, J. C. Ryan, F. W. Schule, Robert Patton, J. M. Roland, J. F. Ghiselin, H. McKinnell, Charles Schumacher, G. W. Brown, T. J. Sloan, W. Weatherford, and J. Dickson.

For the attorneys of this as well as other years the reader is referred to the special article on the legal profession. The printers were G. H. Himes and A. G. Walling. The publications were *The Oregonian*, which issued daily and weekly editions and was published by H. L. Pittock with H. W. Scott as editor; *The Bulletin*, James

O'Meara editor; the *Oregon Herald*, H. L. Patterson proprietor and Sylvester Pennoyer editor; the *Pacific Christian Advocate*, I. Dillon editor; the *Catholic Sentinel*, H. L. Herman editor; the *Oregon Deutsche Zeitung*, A. Le Grand editor, and the *Good Templar* with C. Beal as editor. The Oregon Almanac and city directory were regularly issued by S. J. McCormick.

The saddlers were J. B. Congle, Samuel Sherlock & Co., N. Thwing, and Welch & Morgan. The leather dealers J. A. Strowbridge and Daniel O. O'Reagan. The dentists were J. R. Cardwell, C. H. Mack, J. G. Glenn, J. H. Hatch, J. W. Dodge, William Koehler, and Friedland & Calder. In the crockery and glassware trade there were W. Jackson, H. W. Monnastes, A. D. Shelby, M. Seller, and J. McHenry.

There were eighty retail liquor saloons and seven wholesale dealers in liquors; there were nine livery stables, thirteen meat markets, four photograph galleries, twenty cigar and tobacco dealers, six breweries, five bakeries, two brickyards, four banks, fourteen printers, one match factory, one soap factory, one salt works, one barrel factory, two box factories, twenty-one dressmakers, five dealers in Chinese goods, two book binderies, one tannery, five wagon makers, six blacksmith shops, five bakeries, two express companies, three railroad companies, five merchant tailors, two telegraph offices, thirteen licensed draymen and two undertakers, besides a number of other occupations such as auctioneer and wigmaker.

These statistics show Portland to have been twenty years ago a thriving cosmopolitan little city, with business much diversified and doing a heavy business. As indicating the religious growth of the place it may be said that there were now fifteen churches, a full account of which is found elsewhere.

The assessed value of property in the city was six million eight hundred and forty-eight thousand five hundred and sixty-eight dollars; about half of its purchasing value. The population was estimated at nine thousand five hundred and sixty-five.

In 1871 the improvements continued, the amount spent on buildings being estimated at one million two hundred and eighty-six thousand dollars. Commenting upon this at the time, *The Oregonian*

said: "Many of these buildings are costly and of handsome and imposing appearance. We doubt if any city on the Pacific Coast can show anything like a parallel. The exhibit proves conclusively and in the most appreciable manner the rapid strides of our city towards wealth and greatness. * * * Every house is occupied as soon as finished, and not infrequently houses are bespoken before the ground is broken for their erection. * * * Rents are justly pronounced enormous."

The finest buildings of this year were the New Market Theatre of A. P. Ankeny, sixty by two hundred feet, on First and A streets extending to Second, and the Masonic Hall on Third and Alder, of three stories and a Mansard roof, still a very prominent building, and finished in the Corinthian style.

The number of steamers registering in the Willamette District were thirty-one; of barks, one; brigs, six; schooners, two; scows, two; sloops, four. The total exports—exclusive of goods re-exported—reached a value of six hundred and ninety-two thousand two hundred and ninety-seven dollars. The total value of property assessed was ten million one hundred and fifty-six thousand three hundred and twenty dollars, with an indebtedness of one million one hundred and ten thousand one hundred and five dollars. The population as estimated reached eleven thousand one hundred and three.

In 1872 Ankeny's New Market Theatre was completed at a cost of one hundred thousand dollars, and the Masonic Temple at eighty thousand dollars. A Good Templars' Hall was built on Third street costing ten thousand dollars. The Clarendon Hotel was built on North First street near the railroad depot. Smith's block, a row of warehouses between First and Front streets and Ash and Oak, was built this year, at a cost of fifty thousand dollars. Pittock's block on Front near Stark was completed at a cost of twenty thousand dollars. A house for a Central school was erected, sixty by one hundred and twenty feet, costing thirty thousand dollars; work on the Government building on Fifth and Morrison streets was continued. Trinity Church erected a house of worship on the corner of Sixth and Oak streets, at a cost of twenty-five thousand dollars. Dekum's

building on the corner of First and Washington streets, of three stories, and still one of the prominent buildings, costing seventy thousand dollars, was begun in 1871 and completed in '72. The hack and dray company erected new stables on G street, between Fifth and Sixth, one hundred by seventy-five feet, costing five thousand dollars. The wharves of the O. S. N. Co. were extended and improved. The Home for the Destitute was also built this year.

In the line of shipping there were five ocean steamers plying to San Francisco: The *John L. Stephens*, an old-fashioned side-wheeler, being the largest, carrying one thousand eight hundred and thirty-seven tons. Coastwise tonnage aggregated one hundred and nine thousand nine hundred and forty-nine tons; in the foreign trade there were eighteen thousand nine hundred and forty-four tons. From foreign countries there arrived twelve barks and two ships, with a total capacity of nine thousand four hundred and forty tons. Imports—that is strictly from foreign countries—were seven hundred and twenty-eight thousand seven hundred and twenty-five dollars; exports to foreign countries six hundred and fifty-eight thousand and six hundred and fourteen dollars. The west side railroad was running to the Yamhill river at St. Joseph, and the east side to Roseburg in the Umpqua valley. Large fires occurred in 1872 making a total loss of three hundred and fifty thousand dollars. The population was estimated at twelve thousand one hundred and twenty-nine.

In August, 1873, a great fire occurred, burning twenty blocks along the river front south of Yamhill and a part of Morrison street. It destroyed property to the value of one million three hundred and forty-five thousand dollars, on which there was an insurance of but two hundred and seventy dollars. An account of this conflagration is given elsewhere in this book. Immediate steps were taken to build up once more the burnt district, and many structures were erected to replace those lost. A brick market building two hundred feet from Front to First at the corner of Madison, was built by B. V. Bunnell and other parties as stockholders. Johnson & Spaulding, G. W. Vaughn, J. M. Fryer, Quimby & Perkins and others, built good structures on Front and First streets. H. W. Corbett, C. M. Carter C. Holman, C. M. Wiberg, J. P. O. Lownsdale, M. S. Burrell, and

Elijah Corbett, interested themselves in rebuilding the waste places. The house of Protection Engine Company, on First street near Madison, was at the time allotted a good building.

In the northern part of the city a fine building was erected on First and A streets, by A. P. Ankeny. Further north the bonded warehouses and a number of brick stores were built. In this year also the elegant residence of Mr. Henry Failing was erected.

In the line of commerce the coastwise entrances reached a tonnage of one hundred and twelve thousand and one hundred; of foreign entrances, nineteen thousand one hundred and forty-three tons. American vessels for foreign ports aggregated nineteen thousand four hundred and forty-four tons clearances. The exports, a value of one million two hundred and eighty-four thousand one hundred and forty-nine dollars, exclusive of shipments by way of San Francisco. The property was assessed at ten million eight hundred and four thousand six hundred and sixty-two. The population was estimated at twelve thousand nine hundred and fifty-nine.

For the shipping season of 1873-'74 there was exported of wheat and flour a value of four million thirty-seven thousand and ninety-three dollars by the mouth of the Columbia river. During 1874 there was a steady improvement in the growth of the city, yet the loss of the previous years and the filling up of the wastes by fires did not so much work for the extension of the city limits. During 1875, the general depression in business throughout the United States, consequent upon the general failure which was begun by the Northern Pacific Railroad Co., so affected Portland as to discourage general improvement. Exports in shipping continued about the same. Railroad enterprises, although working to the advantage of the city, were now drawing in rather than disbursing money, although work on the west side was resumed. There was considerable increase in property and population which now reached thirteen thousand four hundred and seventy.

The publications of the time speak of the prosperity of 1876, of "the numerous and costly buildings" erected, of "additional wharves and warehouses" and of manufacturing interests, but a detailed account is not at hand. Seventy-two foreign vessels visited

the river and the export of wheat was one million nine hundred and thirty-seven thousand seven hundred and eighty-seven cents, and of flour two hundred and fifteen thousand seven hundred and fourteen barrels. The salmon business on the lower Columbia was moving toward its maximum, the pack of this year being estimated at four hundred and eighty thousand cases. Wool, to the value of six hundred thousand dollars, was also shipped. There was also a coast-wise export of upwards of one million dollars to San Francisco. The population was thirteen thousand eight hundred and two.

During 1877 about one hundred separate building improvements were made. Those valued at five thousand dollars or upwards are named herewith: a wharf, by John Rines, at the foot of Oak street, five thousand dollars; improvements to school buildings, twelve thousand dollars; two-story brick building, by P. W. D. Hardenberg, at the northwest corner of Morrison and Second streets, ten thousand dollars; two residences, by Rev. George Burton, at the northwest corner of Eleventh and Morrison streets, five thousand dollars; a two story brick building, by Harker, on First and Front, between Morrison and Yamhill, eight thousand dollars; a two-story brick building on Front street near Main, five thousand dollars; a wharf, by Captain Flanders, at the foot of C street, eight thousand dollars; German Reformed church, at the northeast corner of Stark and N, five thousand dollars; Lutheran church, rebuilt into a dwelling, H. W. Corbett, six thousand dollars; a double house, by G. F. Wells, West Park and Yamhill, six thousand five hundred dollars; residence by F. Dekum, on block between Eleventh and Twelfth, and Yamhill and Morrison, thirteen thousand dollars; a one-story brick building, on the corner of First and Taylor, by C. M. Rohr, five thousand dollars; three residences, by W. Honeyman, on Tenth and Taylor streets, six thousand dollars; improvements to the mill near the water works, six thousand dollars; a dock and warehouse by W. K. Smith, on the levee north of Salmon street, ten thousand dollars; brick building by H. Weinhard, corner of B and Eleventh streets, fifteen thousand dollars; brick building, by F. Dekum, on the corner of A and Front streets, thirteen thousand dollars; two-story brick, by H. Trenkman, eight thousand dollars. The total improvements for this year were

estimated at three hundred and twenty thousand dollars. About eighty vessels in the foreign trade entered the Columbia river. The total wheat and flour export was upward of five million dollars in value. The total of all exports from the Columbia was estimated at over sixteen million dollars—probably somewhat excessive. The assessable property of the city was twelve million one hundred and thirteen thousand two hundred and fifty-five dollars and the population was estimated at fifteen thousand and ninety-nine.

The movement toward improvements begun so auspiciously in 1877, steadily expanded during 1878, the number of separate buildings exceeding two hundred and fifty and costing about one million dollars. Of those costing ten thousand dollars or upwards we give a list below. Among them stood pre-eminent the Catholic Cathedral on the old site at the corner of Third and Stark streets, built of brick in the Gothic style, and costing eighty thousand dollars. The new Unitarian church was also built this year on the old site at Seventh and Yamhill at a cost of eighteen thousand dollars. A handsome brick store was erected at the foot of Stark street by Reed and Failing at a cost of thirty thousand dollars. The brick store of J. S. Smith was also erected this year at the foot of Washington street, at a cost of thirty thousand dollars. G. H. Flanders made an addition to his wharf at an expense of ten thousand dollars. The wharf of J. S. Smith, at the foot of Washington street, was built at a cost of ten thousand dollars; and the machine shop, by S. M. Dyer, at eighteen thousand dollars. A brick hotel was erected on the corner of Third and F streets by John Burton at a cost of thirteen thousand dollars. A residence was built by Henry Weinhard on B and S streets, costing sixteen thousand dollars; and Molson's brewery on Ninth and B, at an expenditure of sixteen thousand dollars. Stores were built by H. C. Leonard on the corner of Front and A, at twenty-four thousand dollars, and also by Chinese companies on the corner of Second and Alder, at ten thousand five hundred; and a brick store by C. P. Church & Co., on the corner of First and Morrison, at thirteen thousand five hundred dollars. A livery stable was built by Sherlock and Bacon, on the corner of Second and Oak streets, costing twenty-three thousand dollars. A hotel was erected

by Therkelsen & M'Kay on Second and C, at ten thousand dollars. The other buildings of this year were quite handsome residences, as that of Dr. G. H. Chance, on the corner of Hall and Second streets, at a cost of five thousand dollars, of J. B. Congle, on Sixth street, between Salmon and Taylor, at four thousand dollars, and L. Therkelsen, on Market and Ninth streets, at five thousand three hundred dollars.

The following from *The Oregonian* of that date well illustrates the growth of the city by comparison of river traffic: "In 1868 eight steamboats, of which two were only used as substitutes, transacted all the passenger and freight business, excepting that by ocean vessels, centering in Portland; and even then were compelled, in order to 'make expenses,' to do all the miscellaneous towage which the river then afforded. This was before the days of either the east or west side railroad, and the little steamer *Senator*, running between Portland and Oregon City, found it an easy task by making one round trip each day to move all the grain crop of the Willamette Valley and to carry the passengers and general freight of both sides of the river. Now twelve steamers, any one of them larger than the *Senator*, find profitable business on the Willamette, and sixty cars each day, loaded with grain and passengers, come into our city by two lines of railways.

"Then the steamboat *Cascades*, of less than four hundred and fifty tons burden, ran between this city and the gorge from which she derived her name, making one trip each day, and without inconvenience carried all the merchandise required by the people of that part of Oregon and Washington east of the Cascade Mountains and the northern half of Idaho. Now the magnificent boats *S. G. Reed* and *Wide West* find steady and difficult work in keeping the warehouses clear. In addition to these, smaller boats are constantly employed in trade along the river bank.

"Between Portland and Astoria, one steamer, much smaller than the boats of to-day, made three trips each week and did all the job towing on the Columbia below Rainier. On the same route now two large boats ply regularly on alternate days, and over forty tugs and smaller steamers are engaged in towing and general work."

The valuation of property reached twelve million two hundred and ninety-one thousand three hundred and fifty dollars. Wheat and flour exports were estimated at a value of about three million dollars. The population was estimated at nineteen thousand one hundred and twenty-eight, but this was undoubtedly an over-estimate, as two years later it was found to be but a little over seventeen thousand. The statistics which we have given of population have been taken from the directories of the consecutive years, and it is probable that owing to the excess of adults, too high proportion of total population to names was assumed.

During 1879 improvements still increased, reaching a value of one million one hundred and sixty-two thousand and seven hundred dollars; consisting of two hundred and seventy-six dwellings, sixteen brick blocks, fifty-eight stores, eight hotels, six docks and warehouses, fourteen shops and stables, two schools, two planing mills, one brewery and the Mechanics' Pavilion. The buildings of a value exceeding ten thousand dollars may be named as follows: The Union block, by Corbett & Failing, eighty-six thousand dollars; the Esmond Hotel, at the corner of Front and Morrison, by Coulter & Church, forty-five thousand dollars; a block of eight residences on Second and Mill streets by S. G. Reed, forty thousand dollars; the Park school house, on Jefferson street between East and West Park, twenty-nine thousand dollars; a brick block on the corner of Front and B streets by Klosterman Bros., at thirty-five thousand dollars; a residence by C. H. Lewis, on the corner of Nineteenth and G streets, thirty-five thousand dollars; the residence of H. D. Green at the head of B street, twenty-eight thousand dollars; the brewery of George Herrall, on Water street, near Harrison, twenty-five thousand dollars; a wharf between Taylor and Salmon streets by J. F. Jones, twenty-five thousand dollars; the three story brick building on the corner of Front and Columbia streets by Peter Manciet, eighteen thousand five hundred dollars; the new Harrison Street School house, eighteen thousand dollars; a brick block by John Shade, fifteen thousand dollars; the Mechanics' Pavilion, on the block between Second and Third and Clay and Market, sixteen thousand five hundred dollars; a brick block by H. McKinnell, on Second street

between Salmon and Main, thirteen thousand dollars; a residence by Samuel D. Smith, on Twelfth between Yamhill and Taylor, ten thousand dollars; a residence by M. W. Fechheimer on the corner of West Park and Montgomery, fourteen thousand dollars; a residence by J. W. Whalley, corner of West Park and Harrison, ten thousand dollars; a brick block by Mrs. Mark A. King, on the corner of Third and Alder; a brick block by Dr. R. Glisan, on the corner of Second and Ash, thirteen thousand dollars; a brick block by Chinese merchants on the corner of Second and Alder, twenty thousand dollars; a brick block on the corner of Front and Ash by N. Lambert, H. L. Hoyt and J. W. Cook, twenty-four thousand five hundred dollars; a brick block by Fleischner & Hirsch, on First and B streets, sixteen thousand seven hundred; the residence of J. C. Carson, on the corner of Nineteenth and J streets, ten thousand dollars; tracks for switches and round house of the Western Oregon Railroad, ten thousand dollars; Park school house twenty-nine thousand dollars; and there was spent on the Catholic Cathedral ten thousand dollars more in completion. Many residences and minor business houses of a value of five thousand dollars to eight thousand dollars were also erected. It was during this year that the palatial residences in the northwestern portion of the city began to be erected, converting what was once a dilapidated forest overgrown with brush and wild vines, into one of the most handsome and sightly portions of the city.

The grain fleet entering the river numbered about ninety vessels; this was exclusive of the regular coasters. The steamers registering in the Portland district were sixty, with a total capacity of twenty-seven thousand five hundred and ninety-seven tons. The steamers *Oriflamme* and *John L. Stephens* had now disappeared, having been broken up. There were thirteen sailing vessels with a total capacity of six thousand one hundred and four tons. The export of wheat reached upwards of two million cents, valued at over five million dollars. Shipments of wool reached seven million pounds. The catch of salmon was three hundred and twenty-five thousand cases. The gross valuation of property was thirteen million one hundred and forty-three thousand four hundred and twenty-five dollars.

The prospects of growth and business in 1880 were bright, and stimulated not only activity in real estate movements, but in business also. The uncertain and depressing railroad management of Ben Holladay had given away to the more business like and careful regime of the German Company, and plans for the O. R. & N. Railway and for the speedy completion of the Northern Pacific were taking definite and public form. Sales of real estate were considerable, although uncertainty as to the location of the terminal works of the transcontinental line, now expected to be made in North Portland, now in South Portland, and again in East Portland, gave a strongly speculative character to this line of trade. Improvements extended uniformly in all portions of the city from the river bank to the city limits, and even beyond them. There were erected thirteen brick blocks and stores; thirty frame blocks and stores, six docks, four manufactories, three churches, two hotels and two hundred and two dwellings at a gross valuation of eight hundred and eighty-one thousand dollars. Those costing ten thousand dollars or upwards are named as follows: Family residence of Capt. George Ainsworth, on the corner of Sixth and Yamhill, fifteen thousand dollars; a residence by the same, ten thousand dollars; improvements to the Zeta Psi block, corner Front and D, ten thousand dollars; the Chinese theater, on Second street, twelve thousand dollars; the Oregon Steam Bakery, by Liebe & Holburg, on East Park and G, fifteen thousand dollars; the building by Labbe Bros., on the corner of Second and Washington streets, eleven thousand dollars; a brick block on Washington street between First and Second, by Richardson & Mann, ten thousand dollars; the three story brick block on the corner of Second and Stark streets, thirty-six thousand dollars; the brick building on First street between Main and Yamhill, ten thousand dollars; the three story building on Third street between Yamhill and Taylor, twelve thousand dollars; the Nicolai House, at the corner of Third and D streets, thirteen thousand dollars; an addition of five hundred feet to the Ainsworth Dock by the O. R. & N. Co., fifty thousand dollars; an addition to the Steamship Dock of the same company, twenty-eight thousand dollars; an addition to the Greenwich Dock by Capt. Flanders, twenty thousand dollars; the

Multnomah block, at the corner of Fifth and Morrison, by H. W. Corbett, twenty-eight thousand dollars; the furniture factory of I. F. Powers, twenty-five thousand dollars; a four story residence on Sixteenth and B streets by the Dundee Investment Company, nineteen thousand four hundred dollars; the two story business block on the corner of Second and E streets by J. C. Ainsworth, thirteen thousand dollars; the Stark street ferry boat by Knott Bros., sixteen thousand dollars.

In 1880 the hotels had increased to twenty-nine. Those on Front street were the American Exchange, The Esmond, St. Charles, Commercial, New York and Zur Rheinpfalz. On First street there were the California House, the Eureka, the Globe, the Norton House, the Clarendon, the Occidental, the Oregon, the St. George, the St. Louis, the Thompson House, the Metropolis, Portland and Phoenix. On Second street there were the DeFrance and Richmond House. On Third street there were the Burton House, Holton House and the Nicolai. There were besides these thirty boarding houses, twenty-one restaurants, nine coffee houses and three oyster saloons. There were one hundred and three liquor saloons and ten wholesale liquor houses. There were twenty-four butchers. The wholesale grocers were seven and the retail grocers fifty-three. The physicians now numbered sixty-seven, the attorneys sixty-three, and editors thirty-four. There were seven sawmills, three flour mills, three box factories, one brass foundry, two soap works, one stove manufactory, four foundries, six iron works, four ferries plying on the river, fifty-seven contractors and builders, three wholesale and twenty retail dealers in dry goods, seven dealers in crockery and glassware, three wholesale and thirteen retail clothiers, three wholesale and ten retail dealers in boots and shoes, and thirty-four commission merchants. Commerce indicated about its previous volume. By the United States census of 1880, the population was found to be seventeen thousand five hundred and seventy-eight. By the Directory of that year it was estimated at twenty-one thousand six hundred.

During 1881 there were spent about one million one hundred and fifty thousand dollars in building. The most important of these were the following: The iron and brick building of W. S. Ladd, at

the corner of First and Columbia, costing forty thousand dollars; the Portland Seaman's Bethel, on the corner of Third and D streets, under the management of R. S. Stubbs, twelve thousand dollars; G. W. Jones's block, on block 176 in Couch's Addition; G. W. Weidler's residence, on the corner of L and Eighteenth streets, costing sixteen thousand dollars; C. P. Bacon's residence, on the same block as above, ten thousand dollars; residence of W. N. Wallace on Tenth and Salmon streets; residence of Sylvester Pennoyer on the corner of West Park and Madison streets; the three story brick of J. C. Ainsworth on Third and Oak streets, costing eighty-five thousand dollars; the Cosmopolitan block of Reed & Failing, on the corner of Second and Stark; and the residence of J. N. Dolph on Fifth and Jefferson, were the most prominent structures of the year. The Columbia Dock was built by C. H. Lewis, at the foot of N street, at a cost of twenty-five thousand dollars. Commercial statistics showed an increasing volume of business. New interest in the mines of Idaho and of Southern Oregon began to be felt by the capitalists of Portland, and with the prospect of railroad connection to these points, they inaugurated the operations which have since attained such proportions. Manufacturing interests began to concentrate in and about Portland. Weidler's immense sawmill, with capacity of one hundred and fifty thousand feet per day, led all in the volume of business. Besides lumber, the manufacture of furniture, of boots and shoes, of wagons, of iron and steel implements and machinery, and preservation of fruit assumed appreciable proportions.

In 1882, the extent of improvements rose to an astonishing degree, a total of two million nine hundred and seventy-four thousand six hundred dollars being spent in Portland, East Portland and Albina. The more noticeable of these buildings erected were the four-story brick structure of Dolph & Thompson on First street, between Pine and Ash, with dock in the rear, costing two hundred thousand dollars; the First National Bank building on the corner of First and Washington, one hundred and twenty-five thousand dollars; the three-story brick block of Allen & Lewis on North Front street, one hundred and twenty-five thousand dollars; the Calvary Presby-

terian Church on the corner of Ninth and Clay streets, thirty-six thousand dollars; the North Pacific Manufacturing Company's plant and improvements, fifty thousand dollars; the Couch school house on Sixteenth street, between K and L, thirty-five thousand dollars; the Failing school house on First street, between Hooker and Porter, thirty-five thousand dollars; the railroad docks, coal bunkers, etc., at Albina, one hundred and eighty thousand dollars; the residence of Bishop B. W. Morris, corner of Nineteenth and E streets, twenty thousand dollars; residence of R. B. Knapp, on Sixteenth and E streets, thirty-five thousand dollars; residence of Captain G. H. Flanders, on the corner of F and Eighteenth streets, forty thousand dollars. There were many others of elegant design and finish costing twenty thousand dollars and less.

During the year 1884 there were built seventy-five large dwellings, thirty-six brick houses and blocks, and other buildings, bringing up the total to two hundred and eleven. For business houses there were spent six hundred and twenty-two thousand dollars; for residences, three hundred and forty-nine thousand five hundred dollars; for other improvements, seven hundred and eleven thousand seven hundred dollars, making a total of one million six hundred and eighty-three thousand six hundred dollars.

East Portland's improvements footed up three hundred and forty-one thousand seven hundred dollars, and those of Sellwood and Albina, seventy-five thousand dollars. On street improvements in Portland there were spent three hundred and thirty-four thousand five hundred and fifty-five dollars and seventeen cents. Grace Church was erected at a cost of two thousand five hundred dollars, on the corner of Eleventh and Taylor streets. Pipe organs costing about three thousand dollars each, were placed in two churches.

During the year following there was some decline in improvements, but as there was also a great decrease in the cost of materials, it was a good time to build, and those sagacious and able took advantage of the opportunity to erect some very handsome and costly structures, which have given character and tone to the appearance of the city. Among these may be mentioned the Portland Savings Bank, of brick, on the southwest corner of Second and Washington streets, at a cost

of seventy-five thousand dollars; Jacob Kamm's magnificent brick block on Pine street, between Front and First, eighty thousand dollars; the High School building on Twelfth and Morrison, sixty thousand dollars; M. F. Mulkey's brick block on the corner of Second and Morrison, forty thousand dollars; Weinhard's brick brewery, fifteen thousand dollars. R. B. Knapp's residence built this year, cost ninety thousand dollars; Pfunder's unique Swiss residence on Ninth and Washington, ten thousand dollars. About two hundred dwellings were erected at a cost of three hundred and ninety thousand dollars. Improvements were made in East Portland to the value of one hundred and two thousand nine hundred dollars, and in Albina of twenty thousand dollars, making a grand total of nine hundred and sixty-four thousand four hundred dollars.

By the State census of 1885, the population of Multnomah county was placed at thirty-five thousand seven hundred and thirty-two; about three-fourths of this should be attributed to Portland.

The year 1886 was marked by a great increase in buildings and improvements, some of which were of great extent, as will be seen by the following list: Morrison Street bridge (commenced), two hundred thousand dollars; Albina Terminal works, seven hundred and fifty thousand dollars; the new medical college, thirty-five thousand dollars; the reduction works in East Portland, fifty thousand dollars; Reed's five-story brick building on Third street, between Washington and Stark, ninety-five thousand dollars; the United Carriage, Baggage and Transportation Co.'s barn, twenty-five thousand dollars; the four-story brick stable on Second street between Stark and Washington, twenty-seven thousand dollars; vessels built or improved, sixty-eight thousand five hundred dollars. The stone church of the Presbyterians was projected at a cost of one hundred thousand dollars. The grand total of all improvements actually made, reached one million nine hundred and eighty-nine thousand one hundred and ninety-one dollars.

The year 1887 witnessed a steady expansion in building and improvements. Among the most important were the following: The Abington Building, on Third street, between Stark and Washington, sixty-five thousand dollars; the five-story building west of the

Portland Savings bank; the residence of Levi White on Nineteenth street, forty-five thousand dollars; The Armory, on Tenth and B streets, forty thousand dollars; W. S. Ladd's brick building at the foot of Morrison street, sixty-five thousand dollars; improvements on the *Oregonian* building, by H. L. Pittock, eighteen thousand dollars; the four-story brick building of C. H. Dodd, on the corner of First and A streets, seventy-seven thousand dollars; the building of the Cyclorama Co., on Pine street, between Third and Fourth, sixty thousand dollars; the Portland Bridge, two hundred thousand dollars; on the railroad bridge there was spent one hundred and seventy-five thousand dollars. The cable car line up to the heights was begun. The streets were improved to the value of one hundred and ninety-seven thousand eight hundred and thirty-five dollars. The total improvements of the year are summarized as follows: In the city, one million fifty-four thousand one hundred and seventy-nine dollars; on Portland Heights, sixty thousand dollars; in East Portland, one hundred and ninety-five thousand seven hundred and fifty dollars; in Albina, six hundred and twelve thousand nine hundred and ninety-nine dollars and fifty cents; on Mount Tabor, sixty thousand dollars; making a grand total of two million seven hundred and eighty-four thousand and twenty-four dollars.

During 1888 all former improvements were far exceeded. Many large buildings of the most permanent character, and improvements which would be a credit to any great city were brought to completion or undertaken. The following is a list of the principal works: The Exposition Building, on Fourteenth and B, one hundred and fifty thousand dollars; on the First Presbyterian church, sixty thousand dollars; the Jewish Synagogue, sixty-five thousand dollars; the railroad bridge (finished), four hundred thousand dollars; improvements by the water committee, two hundred and forty thousand dollars; buildings in Portland (not otherwise named), one million eight hundred thousand dollars; improvements on the streets of Portland, three hundred and twelve thousand five hundred dollars; East Portland and Sunnyside, three hundred and nineteen thousand three hundred and eighty-eight dollars; at Oswego, five hundred thousand dollars; at Albina, one hundred and eighty-one thousand

six hundred and ninety-five dollars; on the street railways, fifty thousand dollars; on Portland Heights, forty thousand dollar; on Mount Tabor, thirty thousand dollars; at Sellwood, twelve thousand dollars; at Milwaukie, seven thousand three hundred dollars. This shows a total of three million five hundred and twenty-two thousand six hundred and thirty-nine dollars.

It is noticeable by the foregoing that many of these improvements were made outside of the city limits, in some cases from three to six miles distant. The propriety of including them among the improvements of Portland arises from the fact that they were undertaken and completed by Portland capital and were in fact the growth of the city itself—illustrating how Portland has completely overstepped what were once called “the natural limits of the city,” between the circle of hills and the bending course of the Willamette. The improvements of 1889, reaching a value of about five million dollars are fully mentioned elsewhere, and need not be enumerated here.

These statistics as given in the foregoing pages, while probably not without error, are nevertheless the best now to be had, and give approximately a correct idea of business operations and the growth of the place. By examination it will be seen that the development of Portland, as of all new cities, has been, as it were, by wave motions, the flood now rising and now falling again, but nevertheless at each new turn reaching a much higher point. Much of this oscillating movement has been due to the peculiar circumstances of the city and to the opening of the country by public works. In the very earliest days the first movement was due to the coming of ships loaded with goods for the use of the rural population of the Willamette Valley. Portland as a shipping point and post of supply made a secure beginning. After it had become thus established it did the business for the farming community surrounding in a regular and steady fashion without much increase except as the growth of the tributary country demanded. During the early sixties, however, a new and promising field was opened for her merchants and navigation companies by the discovery of precious metals in Eastern Oregon and Idaho. With the development of the mines, and to quite an

extent also with the settlement of Eastern Oregon and Washington and their occupation by cattle dealers and cattle raisers, Portland gained largely in business and trade. The steady growth resulting from this development was not greatly accelerated until in 1867-68 plans for opening the country by means of railroad were brought to completion, and ground was actually broken for a line to California. With the prospect of railroad connection with the rest of the world, the speculative imagination of the people of Portland was excited, and almost extravagant dreams of great immediate growth and wealth were indulged by even the most steady and conservative. Property increased greatly in value and improvements were stimulated. The early railroad days of Oregon were, however, beset with difficulties, as will be seen in a following chapter, although, producing much real growth, did not ultimate so hopefully as was by many anticipated. Ben Holladay showed an unexpected weakness and incapacity in managing his roads, and as his bonds declined and the general expectation of failure was felt, depression was experienced in all parts of the State. When a few years later occurred the great business collapse in the United States, which began with the failure of J. Cooke & Co. and the Northern Pacific Railroad Co., Portland was left to the simple cultivation of her domestic commerce, and inflated prices and expectations had to be abandoned. With the passage, however, of the California and of the Oregon Central railroads into the hands of the German bondholders, and a better system of management thereby introduced, business revived once more and Portland found herself obliged to add to her accommodations to meet the incoming tide of immigration and the increased flood of business. Independent commerce with the East and with Europe having sprung up stimulated very largely the production of grain in the Willamette Valley and also in Eastern Oregon and Washington, so that there was a steady increase in the amount of treasure received into the country and in the volume of business transacted at Portland. Exports of wool, lumber and salmon also figured largely to swell the volume of trade. With the year 1880 and those succeeding, prospects, and at length the realization, of a through line from Portland to the East, produced a greater volume of trade

and raised higher expectations than had previously been known. Portland began to assume a truly metropolitan appearance. Activity in real estate and in building, and an expansion of all kinds was everywhere noticeable. All went well, until the O. R. & N. road and the Northern Pacific had been so far completed as to make a through line to New York, and Villard and the Oregon and Transcontinental railroad having gone beyond their means, suffered a reverse, and in their ruin involved also many of the citizens of Portland. For a time the people of our city seemed discouraged, nor did they quite realize the immense importance to them of railroad connection with all parts of the Northwest. Gradually, however, they began to see the ease with which they might connect themselves with all parts of Oregon and Washington and command the wholesale business of this region; and how they might even more stimulate the agricultural and mining interests of this whole region. Gathering up these lines of business they began to push vigorously and in a short time were at the head of the commercial, mining, manufacturing and banking interests of the whole section. As a result of this active policy business began to pour in, in an almost overwhelming flood, through the thoroughfares, the docks, the commercial houses and the banks of our city. Real estate rose greatly in value; addition after addition being added to our city; suburban towns began to spring up; manufacturers began to press in for a location, and capitalists found themselves obliged to erect buildings as rapidly as materials and labor could be obtained. A generous public spirit began to be felt and a general desire for public buildings which would do credit to the city was expressed. By public enterprise, such buildings as that of the Northwestern Industrial Exposition and the grand Hotel Portland were constructed. Men of wealth saw that the situation warranted the construction of the very best and most permanent houses. Fine churches were also erected. Street car lines were multiplied. Electric railways and motor lines to the suburbs and other points near were built with astonishing rapidity. With the passing out of the year 1889, the greatest amount of capital of any season has been spent in improvements, and there is every indication of a still greater expenditure in the coming year.

Portland has now reached the point where she has comfortable communication with all parts of the territory which she is to serve. Her growth is now but the result of the growth of Oregon and Washington. What yet remains to be seen is a perfect opening of the Columbia river from its mouth to the British line, and the improvement of the tributaries of this magnificent stream, so that not only by rail but by water, every village and farm may be brought into close connection with our city, and may be supplied from her warehouses and shops.

CHAPTER VI.

CITY CHARTER, GOVERNMENT AND MAYORS.

Charter of 1851--Its Provisions and Amendments—Charter of 1872—Charter of 1882—Police Department—Fire Department—Health Department—Water Works—Public Buildings—Biographical Sketches of Mayors—List of City Officials From 1851 to 1890.

IN 1851 a Charter was granted to the city of Portland by the Legislature of Oregon. By this instrument corporate powers were lodged in the "People of the city of Portland," constituting them "a body politic and corporate in fact and law" with all necessary legal privileges. The city limits were to be fixed by a line beginning at the northwest corner of the donation claim of Finice Caruthers, running thence easterly by the north line of that claim to the river bank, and by a projection of the same to the middle of the Willamette; thence northerly by the middle of the river to the projection of the north line of Couch's claim; thence west seventy chains and south to the place of beginning.

There was little that was peculiar about the charter. It provided that the officers should be mayor, recorder, treasurer, marshal and assessor. There should be a common council of nine members. All of the above offices were to be filled by election of the voters of the city. By appointment of the city council there were to be city attorney, street commissioner, city surveyor and city collector. Election day was fixed on the first Monday in April, yearly.

Elections were to be by ballot and a residence in the town of thirty days in addition to the qualifications of voters in the then territory, was required. No election was to be held in a saloon, or any place where ardent spirits were sold. Proper provisions for appointment in case of absences were also made.

The common council was invested with the usual powers, being authorized to pass ordinances not in conflict with the constitution of the State or the United States; to collect taxes, provide water, and guard against fires, diseases, nuisances, and disorders; to license taverns, and all other forms of business or trade usually put under some sort of restriction; and to suppress gambling houses and other immoral things. Property outside of the city limits for such necessary purposes as pest house, water works, etc., might be purchased and owned. Duties of officers were carefully specified.

Among provisions likely to be amended was that forbidding the mayor and members of the common council to receive pay for their services; to allow a protest of the owners of one-third of the property on a street to stop improvements ordered thereupon, while two-thirds of the expense of all improvements of streets was to be borne by the property adjacent; and the provision that land within the city limits not laid out in blocks and lots should not be taxed by the city.

Among miscellaneous provisions were that fixing the beginning of the fiscal year on July 1st; that giving the decision of a tie vote at any election to the common council; that no officer in the city government should have any interest in city contracts; that an oath of office must be taken and that any ordinance calling for an expenditure of above one hundred dollars must lie ten days before passage.

In 1858 certain amendments were made, by which the city was to be divided into three wards, each electing three members to the council; to allow collection of port dues on ships and steamers; and to pay the councilmen three dollars per day for actual service. In 1860 this provision for paying councilmen was repealed.

In 1862 an amendment was added, relating principally to street improvements, providing that half the expense of such improvements

should be borne by the owners of adjacent property, and that a protest of the owners of two-thirds of the property must be obtained to arrest any street work ordered by the council.

In 1864 the entire instrument was revised and written in a more perspicuous style. The limits of the corporation were extended so as to include the Caruthers Claim. The mayor was to serve two years; the election was to be on the third Monday in June. The fiscal year was to begin with January, the city was not to incur an indebtedness of above fifty thousand dollars; a dredger might be owned and operated by the city on the lower Willamette. The mayor and the councilmen should receive no compensation. In 1865 an amendment was made in regard to laying out new streets; and constructing sewers and drains.

In 1872 a new charter was granted, which was quite a voluminous document, and introduced many changes. The limits of the city were extended so as to include the whole of the Caruthers and Couch claims, and a space seventy chains and over still to the west. The city was divided into three wards, the first including all that portion north of Washington street; the second, that between Washington and Main streets, and the third, all south of Main street. Each ward was to elect three members to the common council for three years each. The mayor was to be elected for two years, and was invested with the veto power, requiring a two-thirds vote to pass an ordinance without his approval. The treasurer and assessor were to be chosen by the common council, and the attorney, street commissioner and surveyor were to be appointed by the mayor, with the consent of the council. The office of recorder was abolished and a police judge was instated to succeed him. This officer was to serve for two years, holding regular court, and came to his position by appointment of the mayor. The office of marshal was also abolished, and the police department was placed under the supervision of three police commissioners appointed by the governor. The mayor and councilmen were forbidden to receive a salary, or other compensation; the rewards of the other officers were definitely fixed, that of police commissioner being three dollars per day for actual service. Special policemen were allowed, but they were not to receive pay from the

city—being left, it would seem, to obtain their wages from private persons asking their services. It has recently been earnestly recommended to abolish the "specials."

The street commissioner was invested with large powers. Street improvements were to be paid by tax on property adjacent and could be discontinued upon the remonstrance of two-thirds of the property holders interested. Changes of grade were to be paid for out of the general fund. Taxes, except for the dredging of the river, were not to exceed one and one-half per centum of the assessed value of city property per annum. The indebtedness of the city was not to exceed one hundred thousand dollars. The financial needs of the Police Department were to be determined by the police commissioners, and the sum requisite was to be provided by the common council by tax.

The details of the instrument are very minute, and some features, as the last mentioned, were likely to produce friction in working.

By the charter of 1882, which, with various amendments, is still in force, the boundaries of the city were so extended as to embrace the Blackistone place on the north, and some additions on the south and west, while the middle of the Willamette was still left as the limit on the east. City authority is vested in mayor, common council and board of police commissioners. The three wards are continued with substantially the same boundaries as before, each of which is entitled to three members in the common council. Councilmen, mayor and treasurer come to their office by vote of the electors of the city. The auditor is elected by the common council, holding his term at their pleasure. The attorney, street superintendent and surveyor are appointed by the mayor, with the consent of the council, and are removable for cause. Election is the third Monday in June. A residence of six months in the city and of ten days in the ward, in addition to qualifications as elector of the State, is required of the voter. Careful rules of election and regulations as to vacancies and absences are provided.

The common council is invested with ample powers to carry on the business of the city, to secure good order, to regulate dangerous occupations, to prevent the introduction and spread of disease, and to

suppress nuisances and immoral business. Authority is granted to impose a tax of three mills for general municipal purposes, and three and a half mills each for the support of the paid Fire Department and of the Police Department. Assessments of property in the city are made according to the assessment rolls of Multnomah County.

The mayor is the general head of the city government, making an annual message to the common council, in which he reports upon the state of the city and recommends such measures as he deems proper. No ordinance may become a law without his approval unless passed subsequently by a two-thirds vote of the council. The treasurer is held to keep a strict account of the funds of the city, and the auditor keeps full record of all warrants and bills, issues licenses and makes annual lists of all property subject to taxation. The city attorney attends upon all actions to which the city is a party, prosecutes for violation of city ordinances, and prepares for execution all contracts, bonds or other legal instruments for the city. The street commissioner exercises a general care over the streets, the public squares and the parks; supervises surveys, and requires improvements ordered by the council to be fully and faithfully completed.

The Police Department is under the police commissioners, who are elected by the voters of the city and serve without salary. They organize and supervise the police force. The police judge, however, who must be an attorney of the degree of an attorney of the Supreme court of the State, and whose court is of the degree of that of justice of the peace, is appointed by the mayor, with the consent of the common council. He has jurisdiction of all crimes defined by city ordinance. His salary is not to exceed \$2000 per annum. All police officers are strictly forbidden to receive compensation other than that provided by ordinance, under the general regulation.

The Fire Department is under three commissioners who are appointed by the mayor with the consent of the council. Their term of office is for three years. Compensation of all officers or employees of the Fire Department is prescribed in the legislative act erecting the same.

The City Water Works are, by this charter, placed in the hands of a committee appointed by the legislature with the power to fill all vacancies occurring in their own body. They are independent of all other departments of the city government.

A fuller account of these two latter departments is given further down in this volume.

POLICE DEPARTMENT.

Much care and expense have been bestowed on the police department. There is difficulty always in a city in securing enforcement of the laws against certain forms of vice and immorality. These often find refuge in the cupidity of property-owners and others and the law can seldom be enforced with vigor. But on the whole good order is maintained in Portland.

The police force of the city consisted at first simply of the marshal. As his duties became too great for his personal attention, deputies were appointed by him, or by the council.

By the Act of 1872 a regular police system was inaugurated. The office of marshal was abolished, and the management was given to a board of three police commissioners holding office three years, elected each year in order. The board was to be responsible to the people only. The office of recorder was succeeded by that of police judge, who was first appointed by the mayor. The system remains substantially as at the present time. The expenses of the department are to be determined by the commissioners and the necessary sum may be raised by the common council by tax not to exceed 3½ mills.

Below are given the names of the policemen from 1872, the time of the new order. The names of marshals and judges will be found in the list of city officers.

1872. *Police Commissioners*—A. B. Hallock, Pres., W. P. Burke, Eugene Semple. *Chief*—J. H. Lappeus. *Police*—J. R. Wiley, first captain; A. B. Brannan, second captain; H. M. Hudson, W. M. Ward, D. Norton, D. Walton, B. P. Collins, J. W. Kelly, C. F. Schoppe, T. Burke, Thos. Gale. *Specials*—W. M. Hickey, B. O'Hara, J. M. McCoy, M. F. Sherwood, Paul Marten. *Poundmaster*—Charles Lawrence.
1873. *Police Commissioners*—A. B. Halleck, W. P. Burke, O. Risley. *Police*—J. H. Lappeus, chief; J. R. Wiley, A. B. Brannan, captains; Thos. Burk, J. W. Kelly, C. F. Scheppe, D. Norton, J. Corcoran, H. M. Hudson, J. K. Mercer, B. P. Collins, J. D. Yates, O. D. Buck, A. J. Barlow, F. Reardon, M. T. Sheehan, B. O'Hara, J. M'Coy, J. Sloan. P. Shea, J. O'Neil, P. Martin.

- 1875-6. *Police Commissioners*—Shubrick Norris, J. R. Foster. M. S. Burrell. *Police*—J. H. Lappeus, chief; B. P. Collins, J. Sloan, captains; Thos. Burke, A. B. Brannan, B. T. Belcher, Chas. Gritzmacher, J. W. Kelly, J. T. Watson, J. W. Hain, H. M. Hobson, J. S. Hamilton. *Specials*—J. McCoy, B. O'Hara, M. T. Sheehan. *Poundmaster*—Charles Lawrence.
- 1877-8. *Police Commissioners*—R. R. Riley, Wm. Connell, E. W. Connell. *Police*—Chief, L. Besser; H. S. Allen, J. W. Kelly, captains; C. P. Elwanger, H. M. Hudson, J. W. Kelley. *Specials*—J. McCoy, Barny O'Hara, M. F. Sheehan, C. W. Howard. *Poundmaster*—M. B. Wallace.
1879. *Police Commissioners*—R. R. Riley, Wm. Connell, P. Taylor. *Police*—L. Besser, chief; J. Sloan, J. W. Kelly, captains; H. M. Hudson, J. Jaskallar, P. G. Martin, P. Coakley, W. B. Daniels. J. W. Ryan, Richard Collins, Andrew Henline, C. Gritzmacher, James Stephens, Terry McManus, T. P. Luther. *Special*—M. F. Sheehan, B. Branch, F. M. Arnold, Wm. Hickey, S. C. Barton. *Poundmaster*—S. H. Reed.
1880. *Commissioners*—Peter Taylor, E. Corbett, S. G. Skidmore. *Police*—J. H. Lappeus, chief; James Sloan, C. Gritzmacher, captains; Benj. F. Goodwin, clerk; H. M. Hudson, detective; J. Jaskalla, D. J. Gillies, P. Coakley, C. S. Silver, S. C. Matthieu, R. Collins, J. P. Luther, A. Henline, James Stephenson, J. I. Watson, J. W. Sloan, John Burk. *Specials*—A. B. Brannan, Wm. Hickey, S. C. Barton, Benj. Branch, P. Saunders, Joseph Day, J. W. Ryan, C. P. Elwanger. *Poundmaster*—S. H. Reed.
1882. *Commissioners on Health and Police*—T. L. Nicklin, J. B. Kellogg, Henry Hewitt. *Police Judge*—S. B. Stearns; *Police*—J. H. Lappeus, chief; C. Gritzmacher, C. T. Belcher, captains; B. F. Goodwin, clerk; H. M. Hudson, James Mott, Arthur M. Putnam, Peter Schulderman, Levi Wing, T. P. Luther, Alex. Johnson, James T. Watson, Chris. Emig, Richard Collins, D. W. Dobbins, Andrew Holmberg, Felix Martin, Simeon C. Barton, A. B. Brannan, Wm. Meyers, James Barry, John Ring, S. C. Matthieu, Orrin H. Smith, Andrew Henline, Benj. Branch.
1883. *Commissioners on Health and Police*—W. S. Scoggin, W. H. Adams, D. Mackay. *Police Judge*—S. A. Moreland. *Police*—J. H. Lappeus, chief; C. Gritzmacher, T. P. Luther, captains; H. M. Hudson, John Ring, Alex. Johnson, W. A. Beaumont, Felix Martin, W. W. Beach, Richard Collins, C. T. Belcher, A. B. Brannan, Levi Wing, Wm. Meyers, D. W. Dobbins, Benj. Branch, J. T. Watson, W. B. Bumpus, S. C. Barton, A. M. Putnam, Andrew Henline, Chris. Emig, Orrin H. Smith, James A. Mott, J. N. James, Andrew Holmberg, J. F. Hair, James Barry.
1884. *Commissioners on Health and Police*—R. Gerdes, A. F. Sears, Jr., W. H. Andrus. *Police Judge*—S. A. Moreland. W. H. Watkind, chief; John Neale, clerk; A. F. Turner, J. F. Hair, A. M. Cornelius, captains. Clerk of police, Chas. A. Christie; deputy, F. D. Love. *Policemen*—A. Henline, Geo. H. Ward, A. Johnson, S. S. Young, Levi Wing, E. C. Lyon, Andrew Holmberg, Pat Keegan, J. N. James, A. B. Brannan, H. M. Hudson, Wm. Myers, F. M. Arnold, Richard Collins, J. E. Cramer, S. C. Barston, W. A. Hart, W. A. Beaumont, J. T. Watson, J. R. E. Selby, James Barry, R. M. Stuart, A. M. Putnam, W. L. Higgins, O. H. Smith, J. T. Flynn. C. T. Belcher.

1886. *Commissioners*—B. P. Cardwell, Jonathan Bourne, Jr., Joseph Simon. *Police Judge*—R. W. Dement. S. P. Lee, Clerk; S. B. Parrish, Chief; C. Gritzmacher, J. F. Farrell, A. Henline, Captains; *Health Officer*—Felix Martin. *Deputy Poundmaster*—Henry Wilmer. *Policemen*—C. W. Holsapple, R. H. Austin, H. D. Griffin, J. M. Harkleroad, Henry Holland, J. H. Cunningham, Chris. Emig, Daniel Maher, A. Tichenor, W. M. Beach, Andrew Holmberg, J. N. James, H. M. Hudson, F. M. Arnold, W. A. Hart, J. H. Beyer, J. H. Molt, Ben. Branch, J. J. Byrne, J. T. Watson, James Barry, A. M. Putnam, O. H. Smith, C. L. Belcher, S. S. Young, J. H. Nash, Pat Keegan, Samuel Simmons, A. B. Brannan, Wm. Myers, Richard B. Collins, S. C. Barton, R. M. Stuart, P. J. McCabe, Felix Martin, Wm. Hickey, C. P. Elwanger, J. A. Kelly, G. C. Morgan.

1889. *Commissioners*—Joseph Simon, B. P. Cardwell. *Judge*—A. H. Tanner. S. B. Parrish, Chief of Police; C. Gritzmacher, R. H. Cardwell, Captains; *Humane Officer*—Felix Martin. *Health Officer*—S. B. Parrish. *Deputy Poundmaster*—Henry Wilmer. *Policemen*—R. H. Austin, James Barry, Ben. Banch, J. J. Byrne, M. P. Charles, R. Collins, Jos. Day, Chris. Emig, J. F. Farrell, George Foss, H. D. Griffin, W. A. Hait, Wm. Hickie, C. E. Hoxsie, A. Holmberg, C. W. Holsapple, H. M. Hudson, J. H. James, J. F. Kerrigan, Dan Maher, Felix Martin, Sam Miller, J. A. Mott, G. C. Morgan, Wm. Meyers, N. M. Putnam, F. W. Robinson, Thos. Ryan, Abe Tichenor, J. T. Watson, H. S. Wood, Levi Wing, H. Wilmer, W. H. Warren, S. S. Young, S. P. Lee.¹

As indicating something of the business done at present in the police court, it may be mentioned that 2261 cases were tried (1888), of which 1669 were city cases, the rest State. Upwards of \$8,000 in fines were collected.

Officially recognised by the police department, and favored with certain privileges—as special officer, or rooms in the city prison—are the Humane Society, for prevention of cruelty, and the Children's Aid Society, of which an account will be found under the head of Benevolent Societies.

FIRE DEPARTMENT.

A sharp reminder that the city needed protection against the casualty of fire was given by the burning of the old steam saw mill at the foot of Jefferson street in 1853. In 1854 an ordinance was passed authorizing the formation and proper equipment of a fire company. This was a voluntary association of the citizens, who rendered their services freely. Much interest was felt in the movement, and public spirit kept the ranks well filled. The company was efficiently organized under H. W. Davis as Chief and Shubrick

¹ As the force is continued much the same from year to year, it has been thought unnecessary to give the list for every year.

Norris as Assistant. At the election in 1856 Mr. Davis was continued as Chief, with Orin Joynt, Assistant. In 1857 S. J. McCormick was elected Chief and Charles Hutchins, Assistant. In 1858 the situation was reversed, Hutchins becoming Chief, with McCormick, Assistant. In 1858 some changes of working were made, and J. M. Vansyckle was chosen Chief, with two assistants, Joseph Webber and F. Sherwood. Mr. Vansyckle was continued through 1859, with M. M. Lucas and J. A. Messinger. In that year, also, the service was rendered much more efficient by the purchase of a steel alarm bell, weighing 1,030 pounds and costing \$515.15. It was placed in a tower on the levee. In 1860, and until 1863, Joseph Webber was Chief.

In 1860 an act was passed by the Legislature formally creating a Portland Fire Department, granting its members certain privileges, which it exceeded the power of the city government to confer. It was still to be a voluntary association with Chief and two assistants. These officers were to be chosen by vote of all the members of the company, and were to rank according to the number of votes they received, the three receiving the most votes being respectively Chief, and First and Second Assistants. The number of companies was not limited, but no company could be formed to contain less than 30 nor more than 75 members. The Chief was allowed to receive a small compensation of \$300 a year. As an inducement to membership, a term of three years' service entitled any member to become an "exempt," and by virtue of this fact he was relieved of jury duty and of service in the State Militia.

Under the stimulus of these privileges, and by reason of general public spirit, the fire companies flourished greatly, almost every able-bodied man of proper age belonging to some one of them. The various companies were emulous of each other, each aiming to be first in numbers, efficiency and in elegance of dress. They ever were ready to participate in public display and festivities. They were prompt and active in their work, and were the means of saving property and life for many years. With serviceable engines and sufficient houses and good teams, they were a fine body of men either for parade or action. There were four engine companies, Willamette, Multnomah,

Columbian and Protection, and the Vigilance Hook and Ladder Company. A list of the officers and members for 1864 is herewith given, partly to record the names of the firemen and partly as a record of citizens who might not otherwise appear in this work.

ACTIVE MEMBERS.

Willamette Engine Company No. 1 Organized Aug. 3, 1853.

Officers—P. C. Schuyler, Jr., foreman; Jas Bothwell, first assistant; Jos. Bergman, second assistant; Shubrick Norris, president; Richard B. Knapp, secretary; Harris Seymour, treasurer.

Members—S. N. Arrigoni, L. A. Godard, J. M. Marble, P. C. Schuyler, Jr., Willam Beck, Asa Harker, T. T. Minor, S. S. Slater, D. W. Burnside, F. Harbaugh, Patrick Maher, Jacob Stitzel, M. S. Burrell, W. L. Higgins, E. J. Northrup, James Sidden, H. F. Bloch, Charles Hutchins, Shubrick Norris, Frank Stribeg, Cincinnati Bills, P. D. W. Hardenburg, J. P. Null, J. C. VanRenssalaer, Jos. Bergman, R. B. Knapp, E. W. Nottage, C. M. Wiberg, James Bothwell, Samuel Kline, Robert Porter, Joseph Webber, W. D. Carter, W. S. Ladd, E. B. Pressey, J. O. Waterman, I. W. Case, C. H. Lewis, C. C. Perkins, John S. White, Wm. A. Daly, John Lillis, W. F. Paquet, Zeph Weitz, Lewis Day, J. DeLetts, A. J. Remington, A. G. Walling, Henry Failing, George T. Myers, Harris Seymour, Geo. H. Williams, F. S. Fitzgerald, Wm. McMillan, S. D. Smith, W. K. Witherell, G. W. Fuller, John McLaughlin, S. M. Smith, W. H. Weed, M. F. Gallagher, J. J. Meagher.

Multnomah Engine Company No. 2. Organized in August, 1856.

Officers—A. B. Hallock; foreman; T. B. Trevitt, first assistant; S. Skidmore, second assistant; A. J. Butler, president; Ben L. Norden, secretary; A. C. Ripley, treasurer.

Members—Joseph Butchel, A. Zieber, D. D. Orton, T. McF. Patton, Thomas A. Davis, L. Waterman, E. J. DeHart, J. H. Frank, R. S. Perkins, H. Ludwig, T. B. Scott, John Howe, J. W. Seller, W. V. Spencer, A. McKew, J. R. Foster, L. C. Millard, J. W. Davis, Samuel Hallowell, J. W. Failing, L. Baum, E. T. Reese, C. H. Myers, E. Scott, A. H. Johnson, James Straug, J. Painter, B. F. Goodwin, Joseph Tucker, John Gruber, Charles F. Powell, A. B. Stewart, James Costello, H. Rosenfield, T. Rogers, S. B. Parrish, H. E. Cutter, John Estabrooks, W. H. D. Joyce, J. Bachman, F. J. Malthrop, T. E. Byrnes, C. H. Hill, F. Eastabrooks, N. Wertheimer, J. E. Bentley, William I. Holmes, I. Bergmann, P. Cohen, Samuel Sherlock, Ben. Needham, J. E. Walsh, L. M. Starr, B. Loeb, A. J. Rowland, George Gans, A. B. Elfelt, F. M. Plummer, Dan. Fewtrell, John Barrett, C. A. Burchardt, Wash. I. Leonard, William Kapus, M. Peterson, Charles Binder, Wm. I. McEwan, William F. Cornell, R. B. Peterson.

Columbian Engine Company No. 3. Organized June 18, 1859.

Officers—William B. Clark, foreman; John P. Denison, first assistant; William Young, second assistant; John A. Thompson, president; Hamilton Boyd, secretary; H. Wasserman, treasurer.

Members—William Dellinger, D. Steinback, Isaac Foster, Charles Logus, Geo. F. Townsend, Thomas G. Young, J. G. Castle, Thomas Hartness, R. Fitzgerald, John D. Yates, Thomas Glennon, Thomas Crowley, Peter Burk, James Mitchell, R. M. Smith, John Rose, Thomas Nealy, Alex. Dodge, Geo. W. McKinney, William H. Wetzell, James D. Kelly, C. Francis, J. J. Berlieu, Thomas L. Watson, C. Nolan, C. Elwert, John Thomas, J. S. B. Jewett, Charles Farley, T. C. Malone, A. M. Sharkey, Wm. D. Webster, A. B. Brannan, George A. Price, F. Fisher, C. B. Croute, J. Koenig.

Protection Engine Company No. 4. Organized in November, 1862.

Officers—Fred. W. Bell, foreman; James H. Rochford, first assistant; Henry G. Miller, second assistant; H. W. Davis, president; Morris Moskowitz, secretary, Samuel C. Mill, treasurer.

Members—Henry Ballou, Fred Dorre, A. Rosenheim, K. Thomas, John D. Thornton, Robert Murray, B. Hangren, T. Johnson, G. McKibben, J. W. Payne, John Walker, H. Engel, John Lawler, S. L. Shwartz, R. Hendrie, M. Aron, Robert Dale, J. Hardy, J. B. King, John Godfrey, John Burns, Leon Girardot, Dan. J. Mularke, Ferdinand Opitz, Charles Mappes, W. N. Patten.

Vigilance Hook and Ladder Company No. 1.

Officers—M. Jaretsky, foreman; James Farrell, first assistant; John Ewry, second assistant; J. McCracken, president; E. W. McGraw, secretary; E. G. Randall, treasurer.

Members—F. M. Arnold, Frank Dekum, C. F. Keuhn, A. Strong, Peter Bem, J. Donovan, M. M. Lucas, M. Seller, A. Baer, D. Farg Ally, E. Lownois, C. Schuch, W. Baker, H. Gans, T. J. Holmes, J. W. Smith, O. K. Blakely, C. A. Haas, L. R. Martin, Thomas M. Temple, George Bottler, J. B. Harker, W. Marony, J. Thompson, L. Cahn, D. H. Hendee, P. McQuade, T. Wethered, J. Cohen, G. L. Henry, V. Paris. N. Weisenberger, G. T. Cooper, H. Hymen, Geo. C. Robbins, E. Zatzfudes.

In 1865 Joseph Buchtel was Chief. The Willamette No. 1 numbered 52 members; the Multnomah Company, 47; the Columbian, 50; the Protection, 48; the Hook and Ladder Company, 48; and the Exempts, 32.

In 1866 the offices were Thos. G. Young, W. H. Weed and Wm. T. Patterson. In 1867, Thos. G. Young, W. H. Weed, Wm. W. Witsell. The latter Chiefs are found in the list of the city officers, given above.

As the city grew larger and the years passed, it was deemed better not to depend upon volunteer companies, but to maintain a regular paid fire department. In 1882 this was organized, and in 1883 H. D. Morgan, who still serves, was appointed Chief. Under this management the loss by fire has been greatly reduced, as shown by the following: 1883, the total loss by fire was \$319,092.20;

1884, \$403,851.90; 1885, \$59,329.73; 1886, \$98,146.16; 1887, \$84,173.72; 1888, \$54,347.70. In 1889, but little over \$20,000. The city is well supplied with alarm boxes and the alarm telegraph. It has 123 hydrants (1888) connecting both with the Water Works and the mains of the Hydraulic Elevator Company; it has 71 cisterns, aggregating a capacity of 1,312,000 gallons, and 6,200 feet of hose and 22 horses. Engines and trucks fully sufficient for each company are supplied. There are two hose companies, two hook and ladder companies, and four engine companies, numbering 22 of the permanent uniformed force and 58 of the members at call, or 80 in all. The current expenses of 1888 were \$58,034.79, of which \$37,893.59 were spent for salaries; the Chief receiving \$2,000, engineer of steamers, \$1,200; Superintendent of Fire Alarm, \$1,500; Secretary, \$1,200; and the others from \$900 down to \$240 for members at call. The property held in trust by the Commissioners is valued at \$202,277.60. Something like \$70,000 per year is required to operate the Department. The great need of the present is a fire boat, and to require all buildings of three stories or more to be supplied with pipe stands and fire escapes—the latter being useful to the firemen as well as to the inmates.

The present Commissioners are James Lotan, T. B. Trevett and George L. Story. The Chief Engineer is H. D. Morgan, and the Superintendent of Fire Alarm Telegraph, J. A. Coffee, jr.

HEALTH DEPARTMENT.

By city ordinance this is connected with the Police Department, every policeman being a health officer. A City Physician, with power to inspect all buildings, ships and trains, is employed, and necessary power of quarantine, as prescribed by charter, is exerted by the Council. A City Hospital is maintained. A Poor House and Farm for the indigent, incompetent and unable is provided. It is located a few miles west of the town, on a beautiful and salubrious site. The Chinese lepers—of which there have been a number—have been kept at this place. A pest house, also in a proper place, is owned and operated.

WATER WORKS.

The necessity of a sufficient supply of pure water for the city was early recognized, and by the first charter the city was authorized to build and operate water works. In preference, however, to carrying on this work by supervision of the municipality, a water company was formed and invested with power to conduct the business. Works were erected in 1851, the supply of water being from the springs in hills near town, which were sufficient for all needs. Within a number of years the old wooden works were superceded by a capacious and well constructed reservoir of brick and stone on Fourth street. As the city increased in population and the consumption of water became great, the springs failed to meet the demand, and recourse was had to the Willamette, from which an increasingly large proportion has been pumped, until it is now practically the sole source. While in the Spring and Autumn the water of our river is remarkably pure and wholesome, it is very liable to pollution from the sewerage of towns from up the river, from the general drainage of the valley, and in the Summer freshet of the Columbia by the sewerage of Portland itself, as it is carried up the river by the backward-setting current, sometimes caused by the rapid rise of the stream below. Moreover, it is thick with mud during times of Winter freshets. The pumping apparatus has been placed some three miles above the city, and the water is drawn deep from the bed of the stream.

Some years since the reservoir on Tenth street was abandoned for a larger one, built on Seventh and Lincoln streets, near the foot of the hill, at a much greater elevation. The circle of buildings on the skirts of the hills, still above the reservoir, is supplied from small reservoirs which are fed by springs and located conveniently in the ravines.

Great efforts have been made to provide for bringing an inexhaustable supply of presumably fresh and pure water from some one of the many streams of the Cascade mountains. The enterprise which calls for an expenditure of not less than \$5,000,000 has met with temporary reverses, but will not be much longer delayed.

After many years trial of the method of water supply by a private company, it was seen that this was not the most economical. It was also generally recognized that an article like water, an absolute necessity of life, ought not to be subject to private monopoly. Accordingly, by legislative act, in 1885, the city was fully empowered to provide water works of its own. A committee was appointed by this act, consisting of the following men, then residents of Portland: John Gates, F. C. Smith, C. H. Lewis, Henry Failing, W. S. Ladd, Frank Dekum, L. Fleischner, H. W. Corbett, W. L. K. Smith, J. Loewenberg, S. G. Reed, R. B. Knapp, L. Therkelson, Thomas M. Richardson and A. H. Johnson. They were to be a permanent body, with plenary power, and independent of all others, filling vacancies in their number by their own act. Bonds to the amount of \$500,000 might be issued by them for purchasing or building works, and laying mains and pipes. The plant of the old company was acquired with the new reservoir on Lincoln and Seventh streets. Under the present management it is intended to charge rates only sufficient to meet expenses. The receipts for 1888 were \$79,530.09 and disbursements, \$78,524.85, including \$25,000 interest on \$500,000 bonds. The management is efficient and economical. Mr. Henry Failing is president and Mr. P. C. Schuyler, clerk of the committee.

BUILDINGS.

The buildings belonging to the city are not imposing, having been erected some time ago, before the best structures in the city were built.

To the Fire Department belong ten houses, ordinarily good. They are as follows: That of Engine Co. No. 1, south side of Morrison street, between First and Second, valued at \$40,000 (house and lot); that of Engine Co. No. 2, west side of Second between Oak and Pine, valued at \$20,000 (house and lot); that of Engine Co. No. 3, south side of B, at intersection of Fifteenth street, valued at \$10,000 (house and lot); that of Engine Co. No. 4 and Hook and Ladder Co. No. 2, between Montgomery and Mill streets, valued at \$10,000 (house and lot); that of Hook and Ladder Co. No. 1, east side of Fourth, supply building and bell tower, valued at \$30,000;

that of the old Couch Engine Co., valued at \$5,000 (house and lot); that of Hose Co. No. 2, west side of First street between Madison and Jefferson streets, valued at \$18,000 (house and lot).

The building used for city jail and police station, court house, etc., on Oak street between Second and Third, is a substantial structure of stone, iron and brick of two stories. It is somewhat grim and stern in general appearance, but very well answers its purpose.

The council chamber and the offices of the city government are in rented apartments on the corner of Washington and Third streets. Arrangements, however, for erecting a city hall to cost about \$500,000, are already well advanced; a block on Fourth street, adjacent to Main—that now occupied by St. Helen's Hall—having been purchased for the purpose.

From this brief sketch of the city government, it will be seen that it has been growing in complexity, and there has been a strong effort to arrange the duties and responsibilities in such a manner as to render the different departments measurably independent. To a degree this has been accomplished. The legislative body—council—has no dependence upon the executive or the judiciary. The judiciary—police judge—is connected rather with the mayor than with any other branch, while the military department or police are independent or directly responsible to the people. The mayor, by his power of appointment and veto of the council, exerts large influence; but being severed from the police, has no autocratic authority. His measures must prevail by reason of their wisdom or his personal influence. The treasurer is directly responsible to the people. The auditor is responsible to the council. The attorney, superintendent of streets and surveyor are responsible to the mayor. Combinations may, of course, be made between all these officers, but it is at least easy for the citizens to hold one impartial department against any combination. In case of rival parties or "rings," it will usually happen, as has hitherto more than once occurred, that one will hold one department while another holds another. It is difficult, too, for the Police Department, Fire Department and mayor, all measurably equal, to yield priority, especially in ill or corrupt designs, and jealousy has a tendency to bring about exposure.

The politics of the city are principally upon local questions, from the ambitious designs of rival leaders, who find it advantageous to use municipal elections for the larger field of State politics, or from the supposed intents of special forms of business. Many of the citizens stand aloof entirely, and the city elections commonly show a light vote.

When national politics are involved, the city is Republican, and the municipal tickets are usually nominated under the captions of the two great parties.

MAYORS.

Hugh D. O'Bryan, the first mayor of Portland, is described as "a man of tried probity and great force of character, and brought to the discharge of the duties of the work-a-day world an ample reserve of clear hard sense." He was born in Franklin County, Georgia, in 1813, and his boyhood was spent among the Cherokee Indians, among whom his father was a missionary. In the Spring of 1843 he started from Arkansas for the almost mythical coast of the Pacific Ocean, and reached Oregon City in October. There he engaged in business for two years and then removed to Portland. When the Whitman massacre in 1847 called the men of Oregon to the field of battle, he went out as first lieutenant and gave a good account of himself in the campaign against the Cayuses. Returning home, he was elected mayor in 1851, but in 1852 changed his residence to Douglas County, whence he was soon after sent to the Territorial Legislature as a joint representative for the counties of Douglas and Umpqua. In 1860 he removed to Walla Walla Valley, and afterwards represented his county in the Legislature of Washington Territory.

The second mayor of Portland, A. C. Bonnell, was born near Chatham, Morris county, New Jersey, in 1801. His father was a soldier of the Revolution. In 1848 he was engaged in mercantile pursuits in Cincinnati, but the tidal wave of popular excitement bore him away to San Francisco, where he landed November 1, 1849. He was recording clerk to Geary's administration until August following, when he came to Portland and immediately became connected with

its commercial interests. He afterwards returned to San Francisco, and was for many years the clerk and cashier of the *Evening Bulletin Newspaper Company*.

Simon B. Marye, who served a short time under change of election in 1852, was a Virginian, having been born at Marye Heights, in the Old Dominion State—a place which became noted during the war of the Rebellion as a battle field. He came to Portland in 1850, and within a few years was united in marriage with the eldest daughter of Col. Chapman. He was a lawyer of ability and a man of influence in the early days. Before 1860 he went to the South Atlantic States, and espoused the cause of his section during the political strife succeeding. After the war he lived at St. Louis, Mo., where he died upwards of twenty years ago.

Josiah Failing, the third mayor, elected in 1854, was one of the men of the early day in our city who had the qualities to be among the number addressed in old Rome as "Conscript Fathers." In his face, bearing and interest in the young city he was distinctly fatherly, and had his heart in the public improvement of the community. He was much in earnest in regard to religious matters, being the first member of the Baptist Church of Portland, and gave diligent attention to the matter of public schools, of which he was a director during many terms. The children of Portland will always speak his name, since the large public school building in Caruther's Addition is called for him. He belonged to an old New York family that settled at an early period in the Mohawk Valley, among the six nations of Indians friendly to the English. He was born July 9, 1806, at Fort Plain, Montgomery Co., N. Y. In his youth he learned the trade of printing wall paper, and afterwards went to New York City to reside. There he married and remained until 1851, when he came out to Oregon. Reaching Portland he set up a mercantile business, importing goods direct from New York City, and laying the foundations of the present large firm of Corbett, Failing & Co. He was a very successful business man and enjoyed a most enviable reputation for integrity and uprightness. He died in Portland.

W. S. Ladd, who was elected in 1854, has occupied so many positions, and has been for so long a central figure of our public and

commercial development, that for a full account of his life we must refer the reader to other parts of this book. His early years were spent in New Hampshire, and he improved all means of education and acquiring information, so that when in 1850 he came to Portland it was with broad business ideas that he began his operations.

George W. Vaughn, elected in 1855, was a native of New Jersey, a man who in his prime was personally very handsome, with the full and imposing features of the middle coast people of the Atlantic seaboard. He began actively in commercial business and followed this successfully both in the Eastern States and Canada. He came to Portland in 1850 and established a hardware store. His investments were made with good judgment and brought large returns. In 1865 he built the large brick flour mill on Main street, which was burned in 1873. By that fire his losses were reckoned to be nearly two hundred thousand dollars; nevertheless they were not sufficient to bring him to insolvency. He died some years since at Portland.

James O'Neill, who served as mayor three terms from 1856, was one of the most popular men that ever held the seat. He was from New York State, having been born at Duanesburg, in Schenectady County, in 1824. Of a business turn, he came out to Oregon in 1853 and entered into mercantile pursuits at Oregon City. A few years later he came to Portland and managed all his affairs with success. Some time in the early sixties he accepted a government position as Indian agent at Fort Lapwai. He subsequently went to Chewela, in government employment on the Colville reservation. At the last election in Stevens county he was chosen auditor, and now serves in that position. He is a brother of Daniel O'Neill, of our city, so long known as a navigator on the lower Willamette and Columbia rivers.

A. M. Starr, elected in 1858, was a New Yorker by birth, and came to Portland as early as 1850, opening a stove and tin store on the block now occupied by the business house of Corbitt & Macleay. He was one of the parties to the famous suit of Stark vs. Starr.

S. J. McCormick, who held the office next in succession, was from Ireland, and for many years infused into the life of our city much of his own native enthusiasm and humor. He first set up in

business with a little job printing office in a room seven by nine on the west side of Front street between Washington and Alder. For many years McCormick's Almanac was a regular publication, and seemed to be a part of the on-goings of the city itself. It was a breezy little pamphlet and of much value throughout the State. In addition to his Almanac he began in 1863 the publication of a City Directory and continued this yearly until late in the seventies. The historians of Portland will ever be grateful to him for the information which he stored away in these volumes. He first came to Portland in 1851, having with him his wife and his wife's sister. The latter lady was then unmarried, but was afterwards joined in wedlock with Thomas Robinson, who lived upon the hill now known by his name on the southern side of the city. Mr. McCormick moved to San Francisco a number of years ago.

George C. Robbins, elected in 1860, came to Portland in 1854 and engaged in business as a jeweler. He brought with him a family. Some years since he removed from the city to Nevada.

John M. Breck, who served in 1861, is at present one of our well known and active citizens. He was born in Philadelphia in 1828. At the age of sixteen he went out to Wisconsin, but in 1850, at the instance of Aspinwall, president of the Pacific Mail Steamship Co., took passage on the *Columbia* for Oregon. On this vessel he served as purser for the voyage, and brought a stock of goods. From 1852 until 1855 he was in business with W. S. Ogden, of New York, a well educated young man, nephew of Peter Skeen Ogden, of the Hudson's Bay Company. In 1860 Mr. Breck received appointment as purser on the steamer *Northerner* of the Pacific Mail Steamship Company, which made the trip from San Francisco to Victoria, Olympia and Portland. On his second voyage he suffered shipwreck in this steamer, off Cape Mendocino, on Blunt's Reef. Reaching Portland after this disaster, he accepted a position as shipping agent of the company, and remembers the immense cargoes of apples with which the steamships were loaded down—believing the estimates of shipments usually given as to that period, much too low. In 1862 he received unexpectedly the nomination as county clerk on the Union ticket and was elected over a very popular opponent.

With the exception of a few years in California, he has been in business in our city, and is still one of our most energetic business men.

W. H. Farrar, the next in order, was a lawyer of ability and is said to have been a native of Massachusetts. While a citizen of Portland he was active in public affairs, giving evidence of somewhat larger mind and greater general ability than he usually chose to bring into action—but nevertheless bore his share of the burden and heat of the day. He served two terms.

David Logan, mayor in 1864, was a man of intense and brilliant mind, popular with the men of the city on account of his ready speech and familiar manners. His abilities as a lawyer were of the first order; as a political speaker his powers were unrivalled in his day, and his fame was co-extensive with the Northwest. He was three times the candidate of his party for congress, but at each time may be said to have "led a forlorn hope," as the opposition was too strong to be overcome. About the year 1871 he retired from the practice of the law in Portland, took a farm in Yamhill county, and died there a few years later.

In 1864–5, in 1865–6 and again in 1873–4, Henry Failing was mayor. For a full account of this representative man of the city the reader is referred to the biographical sketch in another part of this volume.

For sketch of T. J. Holmes, reference will be had to the biographies at the close of the volume.

Dr. J. A. Chapman was born in Allegheny county, New York, in 1821. At an early age he began the study of medicine at Cuba, New York, and graduated from the medical college at Geneva, in that State, in 1846. In 1861, upon the breaking out of the war of the Rebellion, he placed his services at the disposal of the government, and was appointed army surgeon. After serving during a campaign at the South, he was transferred to an overland expedition and came with it to Oregon as acting surgeon, with rank of major. Returning to civil life he came to Portland and engaged in the practice of medicine with Dr. William H. Watkins. He filled three terms as mayor of Portland, and was also surgeon-general of the Oregon militia by appointment of Gov. L. F. Grover.

Hamilton Boyd, who was mayor in 1868-69; came to Portland about the year 1860. He was reckoned a good man of business, became an assistant in the office of county clerk and shortly afterward took a position as leading accountant in the banking house of Ladd & Tilton. In 1868 he was elected county commissioner, and served two years. He was elected to the mayoralty by the common council to fill the vacancy caused by the death of Thomas J. Holmes. Mr. Boyd died in Portland in 1886.

B. Goldsmith, who was mayor in 1869-70 and 1870-1, is an old resident of the Pacific Coast. He came to California in 1851, thence to Oregon in 1856, and to Portland in 1861. He has been in business at Portland ever since. Throughout his career in this city he has been known as a man of business ability and energetic character. He bore a leading part in bringing about construction of locks at Willamette Falls, and later has been prominently connected with development of mining property in Northern Idaho. During many years he was at the head of a wholesale dry goods house in Portland. Mr. Goldsmith was born in Germany in 1832.

Philip Wasserman, elected mayor in 1871, was born in Germany in 1827, and came to America in 1849. He has had an active life in mercantile pursuits. In 1858 he came to Portland, and still lives here. He served in the legislature of the State two terms. Declining further legislative honors, he was prevailed on to stand as a candidate for mayor, and was elected by a large majority. He was a careful and efficient mayor, but at the expiration of his term decided to withdraw from further service in office. Mr. Wasserman has always been known as a worthy and successful man of business, and is held in high esteem.

W. S. Newbury, who was elected mayor in 1877, is one whose life has been spent much in the Old West, or interior, as well as upon the Pacific Coast. He was born at Ripley, N. Y., in 1834. In 1850 he went to Chicago, engaging as salesman with one of the first firms of that city, on Lake street. Four years later he went to Wisconsin, and there pursued a course of study in law, completing his education at a commercial college. He soon accepted an important position as book-keeper and accountant, and afterwards became

manager of a large business at Sioux City, Iowa, for the Little American Fur Company, of St. Louis. Removing to Iola, Kansas, in 1860, he soon became identified with that town, some years later being elected mayor. He served in the Union army, and was assistant provost marshal of Kansas, and also assistant secretary of the State senate. He came to Oregon in 1870, settling at Portland in 1874. Until 1880 he conducted an extensive business in farm machinery, but since that date has been practicing law.

David P. Thompson, one of the most widely known men in our State, was born in Harrison county, Ohio, in 1834. In his nineteenth year he came to Oregon, driving sheep across the plains and walking every rod of the way. Upon his arrival at Oregon City in 1853 he took a job of cutting cordwood, which lasted through the winter. Soon after he entered upon the profession of a surveyor, which he followed during several years. In pursuance of this business he acquired an unequaled knowledge of the northwestern country, and laid the foundation of his present ample fortune. He lived at Oregon City till 1876, when he removed to Portland. In 1879, and again in 1881, he was elected mayor, and gave the city a vigorous and efficient administration. Mr. Thompson, throughout his whole life, has been noted for activity and energy. He is a man of firm and positive character, tenacious of his purposes, active in business and successful in his undertakings. By appointment of President Grant he became governor of Idaho Territory in 1875, but resigned the office in 1876. He is now engaged in the banking business in Portland.

John Gates, who was elected mayor in 1885, was a native of Maine. Born in 1827, he came to Portland in 1851, and passed all his active life here. His first situation was that of engineer at the steam saw-mill at the foot of Jefferson street. When the Oregon Steam Navigation Company was organized he became its chief engineer, and superintended the construction and the placing of the machinery in all its boats. He made many inventions, including one which produced almost a revolution in the construction of stern-wheel steamers. He devised the method, now known to be highly successful, of sluicing out the sand bars of navigable streams with

powerful propellers, and invented a most excellent and successful apparatus for applying hydraulic power to the steering gear of steam vessels. Mr. Gates was a man of original mind and great industry. He died, while holding the office of mayor, in April, 1888.

Van B. De Lashmutt, now serving the second term, is a representative man of our city and time, of whom a full sketch will be found elsewhere.

The following is the list of officers from the year 1851 to 1889, inclusive :

1851—Mayor, Hugh D. O'Bryant; Recorder, W. S. Caldwell; Councilmen—Robert Thompson, Shubrick Norris, George A. Barnes, Thomas G. Robinson, L. B. Hastings.

1852—Mayor, A. C. Bonell, Recorder, S. S. Slater; Marshal, Wm. Grooms; Councilmen—W. P. Abrams, A. P. Dennison, Thomas Pritchard, Abell G. Tripp, Hiram Smith.

In November of that year by a new election, under change of charter, the following were chosen: Mayor, S. B. Marye; Recorder, C. B. Pillow; Councilmen—Shubrick Norris, Thomas Pritchard, Josiah Failing, P. A. Marquam, A. P. Dennison.

1853—Mayor, Josiah Failing; Recorder, A. C. Bonnell; Assessor, S. S. Slater; Treasurer, W. H. Barnhart; Marshal, William Grooms; Councilmen—Robert Thompson, W. S. Ladd, John H. Couch, W. P. Abrams, R. N. McLaren, R. N. Field, Charles B. Pillow, H. W. Davis, Jonas Williams.

1854—Mayor, W. S. Ladd; Recorder, A. P. Dennison; Treasurer, Thomas Pritchard; Assessor, Charles P. Bacon; Marshal, W. L. Higgins; Councilmen—A. M. Starr, James Field jr., Shubrick Norris, Thomas Carter, William McMillan, A. D. Fitch, O. J. Backus, A. R. Shipley, James Turnbull.

1855—Mayor, George W. Vaughn; Recorder, L. Limerick; Marshal, Thomas J. Holmes; Assessor, W. S. Ogden; Treasurer, Thomas Frazer; Councilmen—George Kittridge, John Green, H. S. Jacobs, Matthew Patton, Lewis Love, John C. Carson, Thomas Hartness, E. B. Calhoun, George C. Robbins. (Anthony L. Davis filled the position of Limerick, resigned).

1856—Mayor, James O'Neill; Recorder, A. L. Davis; Treasurer, Thomas A. Savier; Assessor, Z. N. Stansbury; Marshal, Thomas J. Holmes; Councilmen—Robert Porter, A. D. Shelby, A. B. Elfeldt, L. M. Starr, W. S. Ladd, William Beck, H. W. Davis, S. M. Smith, James Burke.

1857—Mayor, James O'Neill; Recorder, A. L. Davis; Treasurer, T. N. Lakin; Assessor, J. M. Breck; Marshal, S. R. Holcomb; Councilmen—J. H. Couch, T. J. Holmes, A. B. Hallock, Charles Hutchins, P. Hardenburg, N. S. Coon, B. F. Goodwin, S. G. Reed, James M. Blossom.

1858—Mayor, L. M. Starr; Recorder, Alonzo Leland; Treasurer, H. W. Corbett; Assessor, J. M. Breck; Marshal, S. R. Holcomb; Port Warden, Z. N. Stansbury;

- Councilmen—George C. Robbins, A. P. Ankeny, C. P. Bacon, T. N. Lakin, R. Porter, T. J. Holmes, J. C. Carson, William King, C. S. Kingsley.
- 1859—Mayor, S. J. McCormick; Recorder, Noah Huber; Treasurer, John McCracken; Assessor, William Kapus; Marshal, J. H. Lappeus; Port Warden, Daniel Wright; Councilmen—A. B. Hallock, J. M. Vansyckle, J. Davidson, A. D. Shelby, M. M. Lucas, J. C. Hawthorne, E. D. Shattuck, A. C. R. Shaw, John Blanchard.
- 1860—Mayor, George C. Robbins; Recorder, O. Risley; Treasurer, H. Wasserman; Assessor, James W. Going; Marshal, James H. Lappeus; Councilman—J. C. Ainsworth, J. Davidson, A. B. Hallock, A. D. Shelby, M. M. Lucas, W. L. Higgins, A. C. R. Shaw, E. D. Shattuck, Jacob Stitzel.
- 1861—Mayor, J. M. Breck; Recorder, O. Risley; Treasurer, H. Wasserman; Marshal, William Grooms; Assessor, James W. Going; Councilmen—John McCracken, A. B. Hallock, F. Harbaugh, W. L. Higgins, W. C. Hull, William M. King, E. R. Scott, William Masters, John S. White. (S. E. Barr filled vacancy of Scott, resigned.)
- 1862—Mayor, W. H. Farrar; Recorder, J. F. McCoy; Marshal, William Grooms; Treasurer, H. B. Morse; Assessor, R. J. Ladd; Councilmen—First Ward, Thomas A. Davis, Thomas J. Holmes, A. B. Hallock; Second Ward, O. Risley, J. M. Breck, A. P. Dennison; Third Ward, S. Coffin, C. S. Silvers, A. G. Walling.
- 1863—Mayor, W. H. Farrar; Recorder, J. F. McCoy; Treasurer, H. B. Morse; Marshal, William Grooms; Deputies, A. B. Brannan, F. M. Arnold; Assessor, O. Risley; Collector, J. F. McCoy; Street Commissioner, A. B. Stewart; City Surveyor, A. B. Hallock; President of Council, O. Risley; Clerk, H. Boyd; Councilmen—First Ward, T. J. Holmes, A. B. Hallock, N. Williams; Second Ward, O. Risley, A. P. Dennison; Third Ward, S. Coffin, C. S. Silvers, A. G. Walling.
- 1863-4 (*elected in April, 1863*)—Mayor, David Logan; Recorder, J. F. McCoy; Treasurer, O. Risley; Marshal, W. B. Clark; Deputies, T. C. Foreman, J. N. Skidmore; Assessor, F. C. Pomeroy; Collector, J. F. McCoy; Street Commissioner, Daniel Wright; Surveyor, A. B. Hallock; President of Council, John M. Sutton; Clerk, H. Boyd; Councilmen—First Ward, Al Zieber, H. Saxer, Alex. Dodge; Second Ward, John W. Sutton, I. A. Austin, P. S. Watson; Third Ward, M. M. Lucas, Joseph Knott, David Monastes.
- 1864-5—Mayor, Henry Failing; Recorder, J. F. McCoy; Treasurer, H. B. Morse; Assessor, J. W. Going; Auditor, H. R. Meeker; Street Commissioner, Nelson Northrup; Surveyor, C. W. Burrage; Attorney, J. N. Dolph; Marshal, Henry S. Hoyt; Councilmen—First Ward, James W. Cook, John McCracken, A. M. Starr; Second Ward, Wm. H. Bennett, J. J. Hoffman, Thos. Robertson; Third Ward, Thos. Frazer, S. N. Gilmore, Israel Graden.
- 1865-6—Mayor, Henry Failing; Recorder, J. J. Hoffman; Treasurer, C. P. Ferry; Assessor, S. A. Moreland; Auditor and Clerk, H. R. Meeker; Street Commissioner, Samuel Simmons; Surveyor, C. W. Burrage; Attorney, J. N. Dolph; Marshal, H. L. Hoyt; Councilmen—First Ward, John McCracken, P. C. Schuyler, R. R. Thompson; Second Ward, F. S. Morgan, S. A. Clarke, A. Rosenheim; Third Ward, J. P. O. Lownsdale, O. P. S. Plummer, S. M. Gilmore.

- 1866-7—Mayor, Thos. J. Holmes; Recorder, J. J. Hoffman; Treasurer, C. P. Ferry; Assessor, S. A. Moreland; Auditor and Clerk, Ralph Wilcox; Street Commissioner, H. W. Davis; Surveyor, C. W. Burrage; Attorney, W. W. Upton; Marshal, Henry L. Hoyt; Councilmen—First Ward, John McCracken, A. B. Hallock, Al. Zieber; Second Ward, A. Rosenheim, M. O'Connor; C. H. Fechheimer; Third Ward, J. P. O. Lowndale, T. J. Carter, J. C. Carson.
- 1867-8—Mayor, J. A. Chapman; Recorder, J. J. Hoffman; Treasurer, C. P. Ferry; Auditor and Clerk, W. S. Caldwell; Assessor, H. H. Johnston; Street Commissioner, Wm. McMillan; Attorney, D. Freidenrich; Surveyor, G. H. Belden; Chief Engineer of Fire Department, W. H. Weed; Marshal, D. Jacobi; Councilmen—First Ward, A. B. Hallock, J. McCracken, A. C. Ripley; Second Ward, C. S. Fechheimer, R. Porter, A. Rosenheim; Third Ward, L. Besser, C. D. Burch, M. F. Mulky.
- 1868-9—Mayor, Hamilton Boyd; Recorder, O. Risley; Treasurer, C. P. Ferry; Assessor, H. H. Johnston; Auditor and Clerk, W. S. Caldwell; Street Commissioner, Joseph Tucker; Surveyor, W. S. Morris; Attorney, W. F. Trimble; Chief Engineer of the Fire Department, W. H. Weed; Marshal, J. H. Lappeus; Councilmen—First Ward, A. B. Hallock, Wm. Cree, A. C. Ripley; Second Ward, J. M. Breck, R. Porter; Third Ward, C. D. Burch, L. Besser, Chas. Hopkins.
- 1869-70—Mayor, B. Goldsmith; Recorder, Levi Anderson; Treasurer, E. D. Backenstos; Assessor, Oscar Kilburn; Auditor and Clerk, W. S. Caldwell; Street Commissioner, Jacob Shartle; Surveyor, H. J. Stevenson; Attorney, C. A. Dolph; Chief Engineer of Fire Department, Robert Holman; Marshal, Joseph Saunders; Councilmen—First Ward, C. Bills, Wm. Cree, A. C. Ripley; Second Ward, J. M. Breck, R. Porter, W. Moffett; Third Ward, D. C. Lewis, L. Besser, Chas. Hopkins.
- 1870-1—Mayor, B. Goldsmith; Police Judge, D. C. Lewis; Treasurer, E. D. Backenstos; Auditor and Clerk, W. S. Caldwell; Attorney, C. A. Dolph; Assessor, O. Kilburn; Street Commissioner, J. F. Shartle; Surveyor, H. J. Stevenson; Councilmen—First Ward, Wm. Cree, C. Bills, A. B. Hallock; Second Ward, John M. Breck, W. Moffett, J. B. Congle; Third Ward, W. Lair Hill, J. M. Drake, L. Besser.
- 1871-2—Mayor, Phillip Wasserman; Police Judge, O. N. Denny; Treasurer, E. B. Backenstos; Auditor and Clerk, W. S. Caldwell; Attorney, C. A. Ball; Assessor, J. M. Breck; Street Commissioner, A. J. Marshall; Surveyor, H. J. Stevenson; Councilmen—First Ward, George L. Story, A. B. Halleck, E. M. Burton; Second Ward, W. Moffett, J. B. Congle, J. M. Caywood; Third Ward, R. G. Combs, L. Besser, W. Lair Hill.
- 1872-3—Mayor, Philip Wasserman; Police Judge, O. N. Denny; Treasurer, E. D. Backenstos; Auditor and Clerk, W. S. Caldwell; Attorney, M. F. Mulky; Assessor, J. M. Breck; Street Commissioner, A. J. Marshall; Surveyor, W. S. Chapman. Chief of Police, J. H. Lappeus; Councilmen—First Ward, A. B. Hallock, E. M. Burton, Geo. L. Story; Second Ward, J. B. Congle, J. M. Caywood, E. F. Russell; Third Ward, L. Besser, W. Lair Hill, J. C. Moreland.
- 1873-4—Mayor, H. Failing; Police Judge, O. N. Denny; Treasurer, L. H. Lewis; Auditor and Clerk, W. S. Caldwell; Attorney, M. F. Mulkey; Assessor, J. W. Going; Superintendent of Streets, R. A. Habersham; Surveyor, W. S. Chapman;

- Chief of Police, J. H. Lappeus; Councilmen—First Ward, E. M. Burton, George L. Story, G. W. Hoyt; Second Ward, J. M. Caywood, E. F. Russell, J. H. Lyon; Third Ward, W. Lair Hill, J. C. Moreland, L. Besser.
- 1874-5—Mayor, Henry Failing; Police judge, O. N. Denny; Treasurer, L. H. Lewis; Auditor and Clerk, W. S. Caldwell; Attorney, A. C. Gibbs; Assessor, J. W. Going; Superintendent of Streets, Perry W. Davis; Surveyor, D. W. Taylor. Councilmen—First Ward, R. R. Thompson, Geo. L. Story, G. W. Hoyt; Second Ward, John Catlin, E. T. Russell, J. H. Lyon; Third Ward, E. Corbett, J. C. Moreland, L. Besser.
- 1875-6—Mayor, J. A. Chapman; Police Judge, W. H. Adams; treasurer, Joseph Bachman; Assessor, Andrew Hill; Auditor and Clerk, W. S. Caldwell; Superintendent of Streets, Perry W. Davis; Surveyor, Douglas W. Taylor; Attorney, John M. Gearin; Chief of Police, J. H. Lappeus. Councilmen—First Ward, George W. Hoyt, H. D. Sandborn, J. R. Wiley; Second Ward, William H. Andrus, John Catlin, S. G. Skidmore; Third Ward, L. Besser, Elijah Corbett, E. J. W. Stemme.
- 1876-7—Mayor, J. A. Chapman; Police Judge, W. H. Adams; Treasurer, Joseph Bachman; Assessor, W. S. Chapman; Auditor and Clerk, W. S. Caldwell; Superintendent of Streets, William Showers; Surveyor, Douglas W. Taylor; Attorney, John Gearin. Councilmen—First Ward, Thomas Stephens, D. F. Harrington, J. R. Wiley; Second Ward, W. H. Andrus, S. Blumauer, S. G. Skidmore; Third Ward, Noah Lambert, Elijah Corbett, E. J. W. Stemme.
- 1877-8—Mayor, W. S. Newberry; Police Judge, W. H. Adams; Treasurer, Joseph Bachman; Assessor, R. H. Love; Auditor and Clerk, W. S. Caldwell; Superintendent of Streets, D. E. Budd; Surveyor, Douglas W. Taylor; Attorney, J. C. Moreland; Chief of Police, L. Besser. Councilmen—First Ward, Thomas Stephens, F. Opitz, J. R. Wiley; Second Ward, W. H. Andrus, Joseph Simon, S. G. Skidmore; Third Ward, Noah Lambert, G. W. Yocum, E. J. W. Stemme.
- 1878-9—Mayor, W. S. Newbury; Police Judge, W. H. Adams; Treasurer, Joseph Bachman; Assessor, R. H. Love; Auditor and Clerk, R. L. Durham; Superintendent of Streets, W. Braden; Surveyor, W. S. Chapman; Attorney, J. C. Moreland; Chief of Police, L. Besser. Councilmen—First Ward, Thomas Stephens, F. Opitz, J. W. Payne; Second Ward, William H. Andrus, Joseph Simon, E. H. Stolte; Third Ward, Noah Lambert, G. W. Yocum, H. Weber.
- 1879-80—Mayor, D. P. Thompson; Police Judge, L. B. Stearns; Treasurer, Joseph Bachman; Assessor, W. J. Kelley; Auditor and Clerk, R. L. Durham; Surveyor, W. S. Chapman; Attorney, J. C. Moreland; Chief of Police, J. H. Lappeus. Councilmen—First Ward, F. Opitz, J. W. Payne, R. Gerdes; Second Ward, Joseph Simon, E. H. Stoltze, T. L. Nicklin; Third Ward, J. F. Watson, J. S. Keller, H. Weber.
- 1880-1—Mayor, D. P. Thompson; Police Judge, L. B. Stearns; Treasurer, Joseph Bachman; Auditor and Clerk, R. L. Durham; Surveyor, W. S. Chapman; Attorney, J. C. Moreland; Street Superintendent, William Braden. Councilmen—First Ward, J. S. Raleigh, R. Gerdes, Henry Hewett; Second Ward, E. H. Stolte, T. L. Nicklin, W. A. Andrus; Third Ward, H. Weber, J. S. Keller, J. B. Kellogg.
- 1881-2—Mayor, D. P. Thompson; President of Council, W. B. Honeyman; Auditor, R. L. Durham; Treasurer, D. C. McKercher; Attorney, J. C. Moreland; Surveyor,

- D. W. Taylor; Superintendent of Streets, William Braden; Deputy Superintendent of Streets, J. H. Phirman; Police Judge, L. B. Stearns; Chief of Police, J. H. Lappeus. Councilmen—First Ward, Henry Hewett, J. S. Raleigh, Richard Gerdes; Second Ward, T. L. Nicklin, Charles Holman, W. L. Chittenden; Third Ward, J. B. Kellogg, J. S. Keller, W. B. Honeyman.
- 1882-3—Mayor, J. A. Chapman; President of Council, W. B. Honeyman; Auditor, M. F. Spencer; Treasurer, D. C. McKercher; Attorney, S. W. Rice; Surveyor, D. W. Taylor; Superintendent of Streets, William Braden; Deputy Superintendent of Streets, W. F. Matthews; Police Judge, S. A. Moreland; Chief of Police, J. H. Lappeus. Councilmen—First Ward, Henry Hewitt, D. Mackay, J. E. Smith; Second Ward, W. A. Scoggin, Charles Holman, W. L. Chittenden; Third Ward, J. B. Kellogg, W. H. Adams, W. B. Honeyman.
- 1883-4—Mayor, J. A. Chapman; President of Council, W. H. Adams; Auditor and Clerk, R. B. Curry; Treasurer, D. C. McKercher; Attorney, R. M. Dement; Surveyor, W. S. Chapman; Superintendent of Streets, A. F. Sears; Deputy Superintendent of Streets, W. F. Burke; Police Judge, S. A. Moreland; Chief of Police, W. H. Watkins. Councilmen—First Ward, R. Gerdes, J. B. Hailey, J. E. Smith; Second Ward, W. A. Scoggin, W. H. Andrus, W. L. Chittenden; Third Ward, A. F. Sears, Jr., W. H. Adams, W. B. Honeyman.
- 1884-5—Mayor, J. A. Chapman; President of Council, W. H. Adams; Auditor, R. B. Curry; Treasurer, D. C. McKercher; Attorney, A. H. Tanner; Surveyor, W. S. Chapman; Superintendent of Streets, F. E. Vaughn, Deputy, W. S. Broocke. Police Judge, S. A. Moreland; Chief of Police, S. B. Parrish; Councilmen—First Ward, R. Gerdes, J. J. Holland, J. E. Smith; Second Ward, W. A. Scoggin, W. H. Andrus, C. M. Forbes; Third Ward, A. F. Sears, Jr., W. H. Adams, Wm. Fliedner.
- 1885-6—Mayor, John Gates; President of Council, Wm. Fliedner; Auditor and Clerk, B. L. Norden; Attorney, A. H. Tanner; Surveyor, W. S. Chapman; Street Commissioner, F. E. Vaughn; Treasurer, D. C. McKercher; Police Judge, R. M. Dement; Chief of Police, S. B. Parrish. Councilmen—First Ward, R. Gerdes, J. J. Holland, J. J. Gallagher; Second Ward, S. Farrell, W. H. Andrus, C. M. Forbes; Third Ward, A. F. Sears, Jr., F. Hacheny, Wm. Fliedner.
- 1886-7—Mayor, John Gates; President of Council, Sylvester Farrell; Auditor, W. H. Wood; Treasurer, D. C. McKercher; Attorney, A. H. Tanner; Superintendent of Streets, W. S. Chapman; Surveyor, E. W. Paget; Police Judge, Ralph Dement; Chief of Police, S. B. Parrish; Councilmen—First Ward, R. Gerdes, J. J. Holland, J. J. Gallagher; Second Ward, S. Farrell, R. H. Schwab, C. M. Forbes; Third Ward, Tyler Woodward, F. Hacheny, Wm. Fliedner.
- 1887-8—Mayor, John Gates; President of Council, C. M. Forbes; Auditor, W. H. Wood; Treasurer, H. W. Monnastes; Attorney, W. H. Adams; Surveyor, E. W. Paget; Superintendent of Streets, W. S. Chapman; City Physician, F. B. Perry; Councilmen—First Ward, R. Gerdes, C. Castendieck; J. J. Gallagher; Second Ward, S. Farrell, R. H. Schwab, C. M. Forbes; Third Ward, Tyler Woodward, F. Hacheny, Wm. Fliedner; Police Judge, Ralph M. Dement; Chief of Police, S. B. Parrish.
- 1888-9—Mayor, Van B. DeLashnutt; Treasurer, H. W. Monnastes; Auditor and Clerk, W. H. Woods; Attorney, W. H. Adams; Superintendent of Streets, W. S. Chap-

man; Surveyor, E. W. Paget; City Physician, F. A. Meyer; Police Judge, A. H. Tanner; Chief of Police, S. B. Parrish; Overseer of Street Cleaning and Sprinkling, S. B. Matthews; Deputy Auditor and Clerk, Walter Matthews; Deputy Superintendents of Streets, W. E. Mulhollam, William E. Braden, William Conner; Assistant Surveyor, D. S. Whitfield. Councilmen--First Ward, C. Castendieck, R. Gerdes, Richard Hoyt; Second Ward, S. Farrell, R. H. Schwab, C. M. Forbes; Third Ward, Tyler Woodward, William Showers, William Fliedner. President of the Council, Tyler Woodward.

STREETS, AND STREET IMPROVEMENTS.

The first streets were laid out in 1845, parallel with the river, which here flows a few degrees east of north, and were thereby deflected to the same extent from the points of the compass. Front street was then a part of the levee, and extended to the Willamette, making a broad landing place for the equal use of all residents. But four streets were at first laid out. They were numbered First, Second, etc., and were but 60 feet in width. The side streets of the same width, were named Washington, Alder, Morrison and Taylor, being christened by Pettygrove, as is thought. It was natural to name the first for the great president; "Alder" probably was derived from a tree of that species at its foot; "Morrison," was in honor of a resident of that name, living on the street; "Salmon," named later, was for the senior partner of the firm of Salmon & Elliot, of San Francisco; and "Taylor" was without doubt to signify the Whig politics of the city. As the city was extended in 1849, surveyed by Short, and mapped by Brady, it became natural to use the ordinals to designate the north and south streets, and to the cross streets the names of presidents were applied with no thought of mnemonic value for the school children, giving us "Jefferson," Harrison," etc. "Clay" was probably named by some one who thought that the great Kentuckian ought to have been president. "Stark" was from Benjamin Stark, who owned the site from that street north to "A." The names "Oak," "Pine" and "Ash" were naturally suggested by "Alder." Upon the addition of Couch's donation claim all effort to think up names significant or pretty was discarded, and with the barrenness of nomenclature for which Americans are remarkable, the letters of the alphabet were used for the cross streets, making in truth a convenient

method for finding blocks, and when the Roman letters are exhausted we hope to see the Greek and Hebrew applied.

On the environs of the city, as the streets were multiplied, the names of early pioneers have been bestowed, such as "Chapman," "Lownsdale," "Carruthers," "Corbett," etc. North Portland is laid out by the point of compass and South Portland is also square with the north star. The east and west streets are all 60 feet broad, excepting A, which is but 30—Stark not meeting Couch half way, when the latter laid out his claim. From Third street the width of the streets north and south is 80 feet, except East and West Park, which are but half of this. Such narrowness would be fatal, but for this one thing—that between East and West Park are the park blocks, 120 feet in width, and, except for a small distance in the center of the city, are entirely free. These are of little value as parks, but will make, together with the streets on each side, a splendid avenue 200 feet broad, from one end of the city to the other—barring the encumbrances from Yamhill to B, which may be removed. An avenue 125 feet broad leads down to the water front in North Portland, and this and the park boulevard will become the common center for motor lines and driveways. Properly ornamented, provided with fountains, statues, arches, seats for the strollers, and shade trees, it will become the pride and joy of Portland. This prediction—made by another—will be fulfilled.

The bend of the river, determining the course of the streets, gives Portland, particularly upon the map, the irregularity of appearance that Europeans contend is picturesque—or at least like their capitals. By reason of the undulating face of the hills to the west the uniformity of straight lines and parallels is still further prevented. The blocks on all the Heights are so laid off as to best suit the knolls and hollows, and to make the grades of the streets as easy as the incline will allow. In this manner the curves of the hills are preserved in the streets, and the "line of beauty" cannot be banished, even by force. In time this will cause the residence portion of the city to assume a striking grandeur of appearance, and stimulate the erection of buildings, and the beautifying of grounds, on a style and scale to consort with the requirements of the

topography. There is something in having a site which forbids the geometrical homeliness into which the crudely civilized so insensibly slip.

Some sort of improvement of streets early began to be imperative. Digging stumps was the first, and the millionaire now lives who worked out road taxes by removing the roots of a fir tree from the highway in front of his store. The surface was also very irregular, from gulches, knolls, hummocks formed by the roots of fallen trees, and by the hollows or pits left by the lifting of the soil beneath. All these inequalities were to be remedied, and the work was early undertaken. The grading of the streets was heavy and expensive.

Immediately following was the paving. During the soft months the mellow brown soil was quickly cut into mire, and trodden into mortar. Planks were first used. In about 1858 a macadam road was built out to the Red House, some three miles south, the first of its kind in the State. In 1865 the Nicholson pavement was laid on Front and First streets, and for a number of years was in great favor. It soon began to fail, however, due either to improper construction, or to the extremes of moisture and dryness of our seasons, and quickly fell into condemnation. In the June floods, moreover, which occasionally overflowed the levee part of the city, it had to be weighted down with rock to be kept in place. As this pavement gave away, the Belgian block was substituted, and now prevails on Front, First and Second streets, from G street on the north, to Jefferson street (with some exception on Second street) on the south. It is a block clipped or split out from the basalt along the river, the principal quarry being near St. Helens. It is obtained in brick-shaped pieces, some 4x10x15 inches. The stone is hard and when evenly laid makes a firm, but noisy, road. By constant use, however, the corners of the blocks are worn down, making a sort of cobble stone surface, which is slippery and difficult of hold to horses drawing heavy loads. Owing to the non-uniformity of the ground beneath, as to firmness, the old sections are becoming warped, with hollows and bunches. The constant lifting of the blocks to repair sewer and water pipes, or for street railway purposes, has also worked toward an uneven surface.

A short piece of bituminous rock pavement has been laid on Washington street, and as affording a very easy, neat and quiet surface is far in advance of all else, but it has not proved substantial.

The rest of the streets are macadamized. The material, made from the andesite rock of the hills near by, is rather soft, and a little hard wear reduces it, under exposure of the weather, to fine dust, which is washed into the sewers or carted off with the street sweepings. Much of the macadamizing has been cheaply and improperly done, and the recommendation of Street Commissioner Chapman that heavier rollers be used in compacting the work should be heeded. It is hardly excusable to use improper material, since the hardest of basalt, limestone, and even granite, may be obtained—although not without added expense. Much consideration has been given to the use of gravel, which exists in immense deposits near East Portland, and is extensively laid on her streets. A proper assortment of boulders, coarse and fine gravel, with sand intermixed, is believed to afford the best of road beds, and will perhaps be tried.

Cross-walks of the streets are of plank or slabs of stone, the latter a foot or more in breadth by some four or five in length, laid treble. Many of them are of granite, brought from England or China in ships as ballast, being most cheaply obtained in that manner.

The sidewalks in the business portion of the city are of stone squares, quarried from the hills, or, now almost universally, of the artificial stone, manufactured from sand. This is handsome and durable. Brick, with concrete dressing of fine gravel, was used a little in old times, and now remains on a few walks on Front street. The manufactured stone is used extensively around the blocks occupied by fine residences, but for the most part the walks are of plank. Quite frequently they are made too broad for beauty, especially on the upper streets, but the most are not thus cumbrous, and a space for turf is left between the foot-walk and the pavement, giving relief from the glare and hardness of aspect which is painful to the eye and offensive to the taste.

In 1885 there were fifty-two and one-half miles of improved streets—thirty miles macadamized, three Belgian blocks, three and one-fourth planks, sixteen and one-fourth graded only. There were

one hundred miles of sidewalks, sixteen and one-half of wooden cross-walks, nearly two of stone and over two miles of trestles.

In 1886 about nine miles of new sidewalks were built, a mile of cross-walks, a mile of macadamized, three-fourths of a mile of pavement, six miles of plank roadway, quarter of a mile of bridging, and two miles of grading.

In 1887, sidewalks, ten and a quarter miles; cross-walks, two; macadamized, one and three-quarters; bridging, one-half; grading, four; sewers, three.

In 1888 were built, sidewalks, ten miles; cross-walks, one and a half; macadamized, two and three-quarters; bridging, one-half; grading, four and three-quarters; sewers, three; bituminous rock pavement, two hundred feet.

These figures represent a large expenditure, and show an attempt to fulfill the requirements of the city. In the main, the streets look well and are kept tolerably clean. The greatest need is a proper crematory, or incinerary, to consume the refuse and garbage.

STREET CAR LINES.

Portland is well supplied with this necessity of rapid transit from one point to the other. The first track was laid in 1872, on First street, from the Clarendon Hotel—then new—and the railroad station at the foot of F street to the vicinity of Jefferson street on the south. This has been subsequently extended to South Portland. Some years later the Third street double track was laid, now extending from the Marquam gulch on the south to G street on the north, and up that street to Twenty-first on the west, with a branch to North Portland. The Washington street line—double track—then followed, with branches to south and north respectively on Eleventh and Fifteenth streets. This leads into B street and out to the Exposition building and the City Park. A line beginning on Morrison street leads into Ninth street and on to B, with a return on Yamhill to Front. A cable road extends from Front by Alder to Fifth, reaching Jefferson, and proceeds thence to the Heights. An electric road makes a continuous line from G street to Fulton Park, three miles, on Second

street. Entering by the Morrison street bridge there is the East Portland system, extending to all of East Portland and to Mt. Tabor by motor line. By way of the Stark street ferry, the motor line to Vancouver enters the city. By way of the Jefferson street ferry the Hawthorne avenue motor line is accessible. By the Steel bridge the electric motor cars have exit to McMillan's and Holladay's addition to East Portland, to Albina and St. John's.

The following from the report of the street commissioner for 1888 gives more exact details:

"Street car tracks have been extended over quite a number of streets during the last year, increasing the total length of all street car tracks in the city from 12.7 miles in December, 1887, to 17.45 miles at the date of this report, an increase of 4.75 miles. The increase is divided between the Transcontinental Street Railway Company, which have laid three miles in extending their tracks down Yamhill and Morrison streets to Front, and there connecting them; in doubling their track on G street from North Thirteenth street to North Twenty-first street, on North Thirteenth between G and S streets and on S street between North Thirteenth and North Sixteenth streets, and laying a double track on S street from North Sixteenth street to North Twenty-third street, where said company has erected large brick stables; the Multnomah Street Railway Company, which has laid 1.2 miles in making the Washington and B streets line a double track road from Second street to the old city boundary, near the City Park, in the western part of the city, and the Willamette Bridge Railway Company, which has laid 0.55 miles of track, from Front street across the bridge to the city boundary, in the center of the Willamette river.

"The Traction Street Car Company has a franchise for laying tracks from the northwestern part of the city through E, Second, Sheridan, Front, Porter and Corbett streets, a distance of nearly four miles. The Transcontinental Company has also been granted the right to extend their Yamhill and Taylor street tracks to Fourteenth street and thence along North Eighteenth street to their double track on G street, and this extension will undoubtedly be completed

and in operation before the approaching summer shall have passed. Appearances indicate that more street car tracks will be laid in Portland during the coming season than in any previous year."

SEWERS.

The surface of the city is very favorable to good drainage, sloping well toward the river. It gains thereby a strong wash, and throws the refuse far into the stream. There are, however, two great difficulties to contend with; one is natural, and the other results from the carelessness of the first who laid the sewers; or, perhaps, more strictly to the inertia of those who are allowing a system that worked very well for a village to still serve for the city. The natural difficulty is the backing up of the river by the Columbia in the summer and the other the mistake of laying the sewers down the streets east and west, to discharge in the river in front of the city, instead of northward, to cast their outflow below the city.

As to the pollution of the river front by sewage, F. E. Vaughn, then superintendent of streets, said in 1885: "These mains all extend to the Willamette river, and discharge their contents into that stream immediately in front of the city, a disagreeable fact, which will eventually demand more serious consideration than is now accorded it. * * * * I would respectfully ask that you consider the practicability of adopting a system whereby all river mains that are hereafter laid in the northwestern portion of the city shall extend north and south. By this means their outlet will be below the city front as now defined."

In 1886 he called attention again to the same fact, and in 1887 recommended that to correct the evil a sewer be built in Front street, "from Sheridan street to a point entirely beyond the occupied portions of our city, large enough to take up the sewers entering therein, as all the present sewers extend into the Willamette river and discharge their contents into said stream along the city front," a state of affairs detrimental to the healthy condition of the city. The bad condition thus recognized and described must very soon be rectified.

As early as 1883, Major A. F. Sears thus strongly described the situation:

In the month of June, when the floods of the Columbia river back up the Willamette, the mouth of every sewer is closed by the high water.

In the winter, during the rainy season, all this filth is carried safely away from the town, because in those months there is a strong outward current; the river water then is of excellent quality. Already the drainage of more than twenty streets, with the wastes of three hundred blocks, or five hundred acres, finds its way to our river. So near as I can estimate this sewage contains the wastes of about twelve thousand lives.

The movement of this water in passing up stream under the summer sun is so sluggish, that if no extraneous filth entered the river, the organic matter contained in suspension is subject to putrifying influence that cannot but have a disastrous effect on the public health.

While the evil thus stated is an important—may I not say a horrible—one, it is not the only danger. When the water on the city front, during the summer, remains in this quiet condition, certain gross particles of filth, not dissolved, but held in suspension, as well as the tainted liquid itself, assists to poison the earth of the shore and create an infecting, stinking sludge, to be thrown open to the seething influence of the sun when the floods retire, producing a second source of disease.

But, during these months of flood, when, as previously stated, no rain is falling and the ends of the sewers are closed, there is only the intermitting, ordinary domestic water supply to keep them clean. I have lately had occasion to learn the insignificance of this amount for the ordinary purposes of cleansing. In the last month of November, after twenty-four hours of continuous, though light, rains, the greatest depth of flow in any sewer has been less than three inches, and this was regarded as extraordinary, the truth being that it was rare to find more than one inch, and generally only a film of liquid running along the pipes.

In the summer, therefore, when the sewers must rely solely on the domestic water supply, they become elongated cesspools and throw their poisonous gases on our atmosphere or into our houses.

The catch-basins, that are filled by the last rainy season with a rich deposit of rotting wood, street filth, dead cats and all unnameable things that reek, are dispensing the gases of putrefaction along the sewers for distribution in our houses or at the street corners.

This is a condition of things existing at the present time, while the district under consideration is, as compared with other cities, sparsely settled.

He spoke of the suggestion of Wm. E. Morris, in 1872, that an intercepting sewer be built along Front street to lead to a point below the city, and that the Warring system be adopted, by which the waste of water, etc., is carried off in separate pipes, which are kept clean and flushed by steady automatic injections of water at the dead end from a flushing tank furnished with syphons. The expense of the work, \$348,958, was deemed so great as to render the change

impracticable. Nevertheless, at this day, when the population is five times that at the time the report was made by Major Sears, and the expense would not be above six dollars per capita, no better system could be devised.

The condition of the sewers in the summer time is thus spoken of by W. S. Chapman, present superintendent of streets: "Something like five miles of street sewers are submerged from one end to the other by from ten to eighteen feet of back (dead) water during the summer freshets." The sewers thus referred to are in the lower, or northern, portion of the city. But all the sewers are stopped up at the mouth by the high water. How this great difficulty may be remedied it is hard to see, unless it be by concentrating all the mains upon one large sewer, and carrying that far below the city, and there, during high water, emptying it by means of powerful pumps.

In 1885 the total length of sewers aggregated fifteen and a half miles of terra cotta pipes, ranging from nine to eighteen inches in diameter. During 1886, 12,739 feet (two and one-fourth miles) were added, the principal work being on Jefferson street. Work was also begun on the Tanner Creek sewer. This is of brick, 500 feet in length of circular, and 3,836 feet egg-shaped, making upwards of three-fourths of a mile in all; to which has been added more than a quarter of a mile within the past year. It carries a large volume of water, draining a considerable portion of the range of hills; \$36,067.74 were spent on this in 1887, and \$16,181.25 for pipe sewers. In 1888 special attention was given to the southern portion of the city, laying a sewer to carry off the drainage of the Marquam creek. This is of brick, built at a cost of \$7,559.25, and, together with lateral pipes, aggregated some \$25,000; \$40,788.97 were spent on pipe sewers in 1888. The great work for 1889 has been the beginning of the Johnson creek sewer, in the northern part of the city, to be erected at a cost of \$60,000. Pipe sewers in the northwestern portion are also being provided with arrangements for a main. The expense of construction of sewers is borne by the property adjacent, and averages about \$20 per lot. This is undoubtedly a bad plan, as lot owners along the line use every method to reduce expense, and the sewers are not built except in the

last extremity. The benefit, moreover, is to the whole city, since the cleanliness and healthfulness of each part has a full influence upon the whole.

The Marquam gulch on the south, the Tanner creek vale in the center, and the Johnson creek hollow on the north are the main depressions in the city, and the work in them is of a substantial and permanent character. Portland has not been niggardly in expenditure for sewers, yet her system is in a very unsatisfactory condition. The work to be done at once is introduction of an entirely new plan, by which the pipes are thoroughly flushed and washed out every day in the year and the contents taken far below the city, even, if necessary, to the Columbia river. One million dollars raised by special tax, if by no other means, would be a small outlay in comparison with the health and benefit to be derived.

CHAPTER VII.

COMMERCE.

Primitive Commerce—Commercial Operations of Hudson's Bay Company—Trade Enterprises of Hall J. Kelley, Nathaniel J. Wyeth and Nathaniel Crosby—Period of Commercial Adventurers—Discovery of Gold and Its Effects on Commerce—Early Trade in Lumber—Portland a Market for Oregon Produce—Early Sailing Vessels Which Visited Portland—Beginning of Steam Navigation—Character and Value of Portland's Exports From 1855 to 1865—Steamships running to Portland from 1864 to 1869—Value of Portland's Exports in 1866 and 1867—Measures Which Secured Portland's Commercial Independence—Growth of Foreign Commerce—Trade Statistics for 1870—Period of Business Depression—Commercial Growth and Development During Recent Years—Present Character and Condition of Portland's Commerce.

IN approaching the subject of the commerce of Portland, it will be found that it divides itself most naturally into three periods. The first of these begins in the most remote times, dating, indeed, as far back as the year 1811, when Astor projected his fur enterprise from New York upon our shores. This extends as far down as to 1848 and the first months of 1849—the period of gold in California.

The period from 1811 until 1849 may be termed the age of commercial adventurers and independent shippers, or the period of our primitive commerce. The second stage, beginning with 1849, continues until 1868, and may be styled the period of dependence, or at least sub-dependence, upon San Francisco. The third, beginning with 1869, and extending up to the present time may be styled the period of independent commerce with the Atlantic seaports, Europe, and all the world.

Recurring to the primitive age we find included in this the enterprise of Winship, of Astor, a long regime of the Hudson's Bay Company, and the ineffectual attempts of Kelley, Wyeth, and Conch; with, perhaps, a few independent ventures of other bold but unlucky Americans. It is not necessary here more than to refer to the scheme of Astor. It is well enough, however, to bear in mind that in days so early as 1809 and 1810, commercial men upon the Atlantic sea-board were looking toward the Columbia River as the next great opening for their enterprise. Looking upon the map of North America, they saw how the Columbia river and its tributaries made an open way from the heart of the continent so that the products of the interior might readily float thence to the sea, and were therefore impressed that at the mouth of this stream would rise the great emporium of the Pacific Coast and command the trade of the Orient. Astor's proximate object was to nourish a trade in furs and to thereby gain a foothold for American institutions. There is every reason to believe that he intended to so far extend his plans and operations as to include the planting of colonies, the development of agricultural and pastoral pursuits, and thereby to insure the conditions by which a great commerce such as then was crystalizing about New York City, should be developed upon the western waters. It is well enough known how his enterprise failed, how his ships were blown up or wrecked, and how his agents upon this Coast betrayed his interests to his British rivals. Nevertheless, in the two years during which his business flourished, in spite of all his disasters, he succeeded in establishing the first settlement on the North Pacific coast, and in collecting furs worth something like two hundred thousand dollars.

The Hudson's Bay Company, which succeeded to this enterprise, was a well established business corporation, and for a quarter of a century and more—1818 to 1846—carried on a commerce worth on the average a quarter of a million dollars per annum. This was, in the first years, almost exclusively devoted to the export of peltries and to the import of only such articles as were necessary to secure them—that is clothes, gew-gaws, trinkets, beads and a modicum of powder and shot. For more than ten years their commerce was thus restricted, and one ship a year from London was amply sufficient to bring all imports and to carry off all exports. About 1829, however, McLoughlin, the chief factor at Fort Vancouver, found that he might advantageously supply the Russian post at Sitka, or New Archangel, as then denominated, with wheat; and settling, therefore, a number of his servants upon lands in the Willamette Valley, and in after years encouraging the American settlers to engage in the cultivation of the cereals, he built up a considerable commerce in the Northern waters. As early as 1835, or 1836, it was found that an incidental commerce of much value might be conducted with the Sandwich Islands. And at this time began our first real export of salmon, lumber, and hoop-poles and staves. The annual ship passing by Honolulu on her voyage to the Columbia left at that point a portion of her cargo to be sold to the Islanders. Taking on here a supply of molasses, she proceeded to the Columbia river, and after discharging at the little fort at Vancouver, took on some salt salmon, lumber, hoop-poles and staves to leave at the Islands as she went on back to London. This amounted to as much as sixty thousand dollars per annum. This British circuit of trade flourished until 1845, when Nathaniel Crosby, a Yankee sea captain, began to make inroads upon it; and, as by the treaty of 1846, Oregon as far north as the parallel of 49 degrees fell to our nation, the Hudson's Bay Company relinquished all this business to the Americans.

It was in 1830 that Hall J. Kelley began his unlucky series of enterprises, and although he met nothing but failure from beginning to end, and contemplated a system of colonization rather than commerce, the agitation into which the Eastern States, and especially the commercial circles of Boston were thereby thrown, produced

fruit later on. Nathaniel J. Wyeth, of Boston, a clever, mettlesome, idealistic, but nevertheless sagacious New Englander, conducted his expedition across the continent to the mouth of the Willamette river. His plan was to establish forts on the upper waters of the Columbia, which were to be supplied with goods for the Indian trade, while at the mouth of the Willamette he was to have a central station. To this point should be gathered the pelts collected from the Indians, and hither a ship should come every year bringing a supply of goods sufficient for the interior posts. A system of salmon fishing was also to be conducted on the lower Columbia, and as his vessel sailed away with the product of the year's labor of the trappers and the traders, she was also to carry a cargo of salt fish to be traded at the Sandwich Islands for whale oil or other products of that region. This brilliant scheme proved equally disastrous with that of Kelley's. Wyeth's little band, which he left at Fort Hall, had much ado to escape extermination at the hands of the red men. His fishermen on the lower Columbia had bad luck in taking salmon—some of them being drowned; and he was only too willing, after a struggle of less than three years, to sell out to his rivals and accept passage home in one of their ships. Captain Couch, in 1839, under the direction of John and Caleb Cushing, of Newburyport, Massachusetts, entered upon a scheme very similar to that of Wyeth's, with the exception that he did not contemplate dealing to any extent in furs. With the brig *Maryland* he sailed around Cape Horn, arriving at the mouth of the Columbia river and passing up its waters to the Willamette, and thence to Oregon City on the solsticial freshet of May, 1840. He had on board an assorted cargo for trade with the American settlers in Oregon, and intended to load up with salmon and return to the Sandwich Islands and there exchange his cargo for whale oil and return *via* the Cape of Good Hope to Massachusetts. His plans, however, totally failed from his inability to sell his goods at Oregon City at prices to compete with the Hudson's Bay Company, and from the impossibility of obtaining a cargo of fish. He sailed empty to Honolulu, and there had to sell the *Maryland* in order to get home.

In 1845, however, the persevering attempts of Americans to control this trade met with success. It was in that year that Captain

Nathaniel Crosby came around the Horn from Massachusetts, and entering the Columbia river, sailed up to Portland, and, anchoring here, began to sell off his stock of goods. By means of batteaux, or flat boats, his goods were lightered up to Oregon City and there disposed of as the settlers found need. It was in connection with this bark, the *Toulon*, that the name of Portland began to be known. People at the thriving city of the falls inquired when they learned that Crosby's ship was in the river where she would unload, and the answer was made "At Portland." This venture was measurably successful, and thenceforward Crosby began a regular trade between Portland and the Sandwich Islands, carrying away salmon, hoop-poles, staves, and a little whip-sawed lumber, or perhaps something of the product of the saw-mills at Oregon City, near Vancouver, or the Hunt's mill on Cathlamet bay. In 1846 this success of Crosby's was followed up by the arrival of the *Chenamus*, from Newburyport, under Captain Couch, on his second venture.

In 1847, as the supremacy of the United States in the western waters began to be fully assured, other ships with cargoes of goods began to arrive. One of these was the bark *Whitton*, of New York, under Captain Ghelstom. She came up to Portland, and, after discharging, took on a considerable supply of produce, making a temporary wharf by drawing up near to the shore and placing poles from the bank to her deck, and upon these laying planks. At the same time the brig *Henry* was in the river on the East Portland side; the American bark *Parsons* is also mentioned as having entered the Columbia, and the *Eveline* from Newburyport.

The *Star of Oregon*, a schooner, built in the early forties by Joseph Gale and other Americans, on Swan Island, was run down to San Francisco, but of course exported nothing, unless she herself be considered an export—for she was sold at San Francisco, and the money thus obtained was invested in cattle, which were driven to Oregon. It is not known that there were any other exports from Oregon, or, at least, that any passed Portland during those early times. This whole epoch, at least so far as concerns Americans, was that of commercial adventurers, and old-time traders, such as flourished on every sea from about the year 1790 to 1850.

Coming now to the second epoch we find a commercial revolution consequent upon the discovery of gold in California. Thenceforth the objective point of the commerce of Oregon and of Portland as her principal shipping point was the Golden Gate. At the time that the discovery of gold was announced in Oregon in August, 1848, the brig *Henry* happened to be lying in the river, and her captain believing that the discovery of gold would produce permanent industries on the most gigantic scale, seized the opportunity, before the news became general, to buy up as many as possible of the spades, shovels and pans, that were to be found among the householders and farmers of young Oregon. With these he sailed off, and, although experiencing a long delay on the bar of the Columbia, and passing through a storm at sea, by which he was well nigh shipwrecked, he made the port of San Francisco without great loss, and realized a fortune. Other craft going down the coast to the same place carried produce of various kinds and some deck loads of lumber which had been cut out by whip saws, or at Hunt's mill. From 1849 until about 1855, and even later, the trade in Oregon produce and lumber became exceedingly remunerative. One of the ship captains who made it a great success was Couch. He arrived on his third trip from Massachusetts at San Francisco in 1849, with the *Madonna*, and sold what lumber he had on board at the fabulous price of six hundred dollars per thousand feet. Five hundred dollars a thousand was for some time the regular market price. The *Madonna* came up to Portland and thereafter made regular trips under command of Captain Flanders, now of our city. Stimulated by the great demand for lumber, mills began to spring up along the lower Willamette, and a heavy export trade was continued. Lot Whitcomb and Captain Kellogg, at Milwaukie, operated a saw mill and regularly despatched vessels to the Golden Gate, carrying their own lumber and also that of other mills, for which they received a hundred dollars a thousand as freight. The exact amount of lumber thus exported during these years is not known, but, together with shingles, puncheons, poles, timbers, hoop-poles, shooks and staves, aggregated a value of many thousand dollars.

Under the stimulus of enormous prices and unlimited demand Oregon produce began to be gathered likewise and sent below. Butter at two dollars a pound, beef at one dollar; wheat, potatoes and other vegetables, at corresponding figures, were eagerly brought from all parts of the Willamette valley and shipped at Portland or other points on the lower Willamette and Columbia. To meet this growing commerce sailing craft became multiplied, and steam communication was soon demanded. The Pacific Mail Steamship Company, of New York City, under the presidency of Aspinwall, had in 1849 sent the old *Pacific* through the straits of Magellan for Astoria, but she stopped at San Francisco. In 1851 she was followed by the old *Columbia*, a side-wheeler of about six hundred tons, which reached the mouth of the Columbia river and stopped at Astoria. After this she made regular trips between San Francisco and the Columbia river, coming finally as far up that stream as St. Helens. In the latter part of the same year the *Gold Hunter* came up from San Francisco, and being purchased by the town proprietors and other citizens first connected our city by steam with the outer world.

There was no product of our valley which met with a greater demand than the Oregon apple. Orchards were exceedingly few, and in 1850 to 1855 the trees were so young that even the total aggregate of the entire Willamette valley was not large. People from the Eastern and Middle States, who had been accustomed to this fruit, and in crossing the plains or sailing around the Horn, or via the Isthmus, when they had been compelled to live upon fried bacon or salt beef, with little or no fruit or vegetables, were ravenous for the beautiful red or golden apples that grew large and fair in the Oregon rain and sunshine. They were willing, especially if their belts were full of "dust," to give almost their weight in gold for the pomes. A dollar apiece, and even five dollars for a big one, was a regular price in the earliest days. The first shipment was made from the nursery of Luelling & Meek, at Milwaukie, in 1853. This was a consignment of two hundred pounds for the San Francisco market, from which they realized five hundred dollars. In 1854 they sent forty bushels down, making twenty-five hundred dollars by the transaction. About the same time Mr. J. A. Strowbridge, now one of our

most substantial citizens, began making collections and consignments, going about from orchard to orchard, and encouraging the farmers to plant trees as rapidly as possible. His returns were large, and the encouragement which he gave the farmers resulted in the extension of the early orchards. In 1855 the export reached fifteen hundred boxes, which sold at fifty cents to a dollar a pound; in 1856, five thousand boxes, selling at twenty-five to fifty cents a pound; in 1857, fifteen thousand boxes, at fifteen cents to fifty cents; in 1858, twenty-nine thousand, one hundred and ninety boxes, at seven cents to thirty-five cents; in 1859, seventy-two thousand boxes, at three cents to twenty-five cents; in 1860, eighty-six thousand boxes, at three cents to nineteen cents. In the winter of 1861, owing to the severity of the season, the orchards suffered a great loss, many of them being completely ruined, so that the exports did not for many years come up to their early productiveness. Even in 1863 we find the exports only forty-two thousand and thirty-one boxes. Yet it is to be noticed that after the discovery of gold and silver in Eastern Oregon and Idaho, quite considerable shipments were made thither, of which no record is found; and it was becoming customary also to turn the product into dried fruit, which subsequently exceeded in value the shipments of the green. Moreover, as prices fell, the crops were not fully gathered and thousands of bushels were suffered to rot under the trees, or were fed to the cattle and hogs.

About the year 1860, and until 1865, there began a steady change in the character of exports. It was during those years that many of the people of Western Oregon went mining in Eastern Oregon or in Idaho, and as they returned, brought with them large quantities of gold dust; while bars of the precious metals, which had been made in the mining camps or towns of the upper Columbia, began to come down to Portland and were shipped thence as treasure. These shipments soon vastly exceeded in value all other exports combined. Frequently a quarter of a million dollars, and occasionally twice or three times that sum, was sent away on a single steamer.

To begin now with a more exact account of our exports, those of 1863 are stated as follows: (It will not be supposed that these figures

are exact, or wholly comprehensive, since many shipments were made of which no account was taken, and gold dust especially was carried off in the pouches of the miners, the quantity of which was altogether unknown). Apples shipped aggregated forty-two thousand and thirty-one boxes; hides, two thousand, three hundred and twenty-four; wool, two thousand pounds and fifty bales. There were butter, flour, packages of eggs, gunnies of bacon, and live stock in considerable numbers. Of treasure there were nearly three million dollars.

In 1864 the shipments of treasure rose to upwards of six million dollars, while other products swelled these export figures by about six hundred thousand dollars. Apples had come up to sixty-one thousand six hundred and seventy-eight boxes. The shipment of flour was insignificant compared with that of later days, and that of wheat figured scarcely more, although we find that the bark *Almatia* took down a hundred tons on one of her trips. We also find a shipment of two hundred barrels of salmon. Although this fish was caught in considerable quantity and prepared by salting for domestic consumption, it figured comparatively nothing in those days before the canneries. Of other exports we find oats, potatoes, turpentine, hoop-poles, lumber, lard, oil, fish, beans, butter and bacon. The characteristic of these early shipments is that of a community of small farmers and housekeepers, who, of afternoons, rainy days and long winter evenings, treasured up betimes the various odds and ends of their domestic and agricultural economies, rather for the sake of a little ready money when they went down to Portland, than as a regular established industry. Even the exports of wheat, flour, lumber and cattle seemed to be the picking up and saving of the odds and ends after the domestic wants had been supplied. The shipment of treasure was about the only thing that constituted a great industry. To accommodate this commerce, and to meet the wants of travelers, the steamships *Oregon*, *Sierra Nevada*, *Brother Jonathan*, *Pacific*, *George S. Wright* and *Moses Taylor* were kept in operation. These were old fashioned, side-wheelers, high and wide, and also slow. They are well known among old Oregonians, and the fate of the *Brother Jonathan*, which was wrecked on the reef near Crescent City, in California, is still remembered with

something of the horror that fell upon the isolated communities in Oregon when the news of the great disaster was first received. The *George S. Wright* also suffered shipwreck, being many years later lost in the northern waters. Of sailing vessels, the barks *Industry*, *Jennie Jones*, *Cambridge*, *Jane A. Falkenburg*, *Almatia*, *Samuel Merritt*, *Helen W. Almy* and *Panama* are named.

In 1865 the value of exports is given as seven million six hundred and six thousand five hundred and twenty-four dollars, the greater portion of which was treasure.

Holladay's California, Oregon and Victoria Steamship Line was running in that year, the *Sierra Nevada* (1,395 tons) and the *Oregon* (1,035 tons). The California Steam Navigation Company's line — Hensley — was now operating the *Pacific* (1,100 tons), and here appears also the new name *Orizaba* (1,400 tons). These plied to San Francisco. Their rates for transporting horses were twenty-five dollars a head; cattle, twelve dollars; sheep, two dollars and fifty cents; and hogs, four dollars. The slaughtered animals were reduced somewhat; rates for hogs, one dollar and fifty cents; while cattle were still twelve dollars. General merchandise paid ten dollars; wheat, eight dollars, and flour, six dollars per ton. To Victoria the steamer *Active* was run by Captain Thorn.

Sailing vessels to San Francisco were the *Jane A. Falkenburg*, 600 tons, Captain A. D. Wass; the *H. W. Almy*, 600 tons, Captain E. Freeman; the bark *Almatia*, 700 tons, Capt. Stannard; bark *W. B. Scranton*, 700 tons, Captain W. Cathcart; bark *Samuel Merritt*, 550 tons, Captain Joseph Williams, and bark *Live Yankee*, Captain Wiggins.

The Hawaiian Packet line comprised the bark *A. A. Eldridge*, of 400 tons, under Captain M. Abbott, and the bark *Comet*, of 700 tons. Of this line, McCracken, Merrill & Co. were agents.

While the lines of commerce were thus maintained to ports outside the State, the internal commerce on our rivers was very active and attained large proportions. The O. S. N. Co., ran steamers to Astoria, to the Cowlitz river, to The Dalles, and the Snake river. To Astoria, the *J. H. Couch*; to Monticello, a place at the mouth of the Cowlitz river, which was washed away in the flood of 1866, and

has since been called Freeport, the *Cowlitz* or *Rescue*; to the Cascades, the *New World*, *Wilson G. Hunt*, *Cascade* or *Julia*, to connect by means of the portage railway with the *Oneonta*, *Idaho*, or *Iris*. The fare to The Dalles was six dollars; freight, twelve dollars per ton. Connection was made between The Dalles and Celilo, by means of another portage railway, with the *Owyhee*, *Spray*, *Okanogon*, *Webfoot*, *Yakima*, *Tenino*, or *Nez Percés Chief*, for Umatilla, or the Snake river. Fare to Umatilla was twelve dollars, and freight seventeen dollars and fifty cents. To Lewiston the fare was twenty-two dollars, and freight sixty dollars.

The People's Transportation Company ran between Portland and Oregon City the *Senator* and *Rival*, to connect at Canemah with the *Reliance* or *Fannie Patton*. For Eugene, the *Enterprise* ran from Canemah.

Some independent steamers, then as now, were moving upon these inland waters, among which were the *Alert*, for Oregon City, to connect at Canemah with the *Active* for points above; the *Union*, plying between Canemah and Lafayette; the *Echo*, for Eugene; and on the Columbia between Portland and Vancouver, the *Fannie Troupe*.

In 1866 the total export amounted to \$8,726,017. The details are given as follows: Pork, 72 barrels (@ \$20; apples, 68,860 boxes (@ \$1; eggs, 1763 packages (@ \$10; bacon, 4376 gunnies (@ \$16; hides, 4674 (@ \$1.50; onions, 1325 sacks (@ \$4; syrup, 185 barrels (@ \$8; wool, 1671 bales (@ \$40; pitch, 292 barrels (@ \$6; varnish, 124 cases (@ \$10; dried apples, 2603 packages (@ \$10; flour, 29,815 barrels (@ \$5; salmon, 2564 packages at \$8.50; staves and headings 59,203; shooks, 14,972 (@ 40 cents.

The foregoing items foot up \$555,457; to which should be added \$200,000 for cargoes of which no manifests were made. The shipments of treasure aggregated \$8,070,600.

During this year the steamer *Ranger* was put on the Vancouver line, and the steamer *Yamhill* made tri-weekly trips to Hillsboro.

To San Francisco the new steamer *Montana* first appeared; and the schooner *Alfred Crosby*, to Victoria; the schooner *Champion*,

and the bark *Ethan Allen*, were found in our trade. The steamship *Fideliter*, a small, low screw propeller, which always went with a buzz, and at least preserved the appearance of activity, took up the route to Victoria. This same year also the dashing and swift steamer *Oriflamme*, began to ply on the route to San Francisco.

For 1867 the total export is given as \$6,463,793.75. This appears to be more than \$2,000,000 less than the preceding year, but this diminution is due to a great decrease in the export of treasure which fell from more than \$8,000,000 to about \$4,000,000.


COMMERCIAL INDEPENDENCE.

During this whole period, from about 1845 until 1868 or 1869, the Oregon merchants, although industrious and active, and carrying on, as we have seen, a considerable volume of business, had been in reality working under the hand of San Francisco dealers. In the first part of this time many of them entertained the idea that as Oregon was the region from which the mines of California drew supplies, she must ultimately secure the gold that flowed forth from the depths of the earth. They believed that Oregon would become the head of business, and that her citizens would not only send supplies to California, but also control, to a very large extent, the trade and shipping between the two States. But while this reasoning had much foundation in the natural relation between the two regions, the time was not, however, ripe for its full justification. The out-put of gold in California was so enormous, so much of it was carried off at once by the miners, the California business men showed such preternatural activity, and the agricultural capacities of the Golden State proved to be so great that the greater portion of the capital developed from the mines was held in California and used in building up the great city at the Golden Gate. Oregon products, although always in good demand in California, did not figure by any means as the exclusive supply. The proprietors of Portland, in the loss of the *Gold Hunter*, found themselves unable to hold the carrying trade, or to control commerce between Portland and California. The Pacific Mail Steamship Company soon controlling this line, found it to their advantage to court the favor of the California money kings

rather than that of the Oregon pioneers. In the course of time the steamship lines passed into the hands of Californians exclusively, and the northern trade was looked upon by them as a perquisite of San Francisco.

During all these years, and even up to the present time, the merchants and people of California, partly on account of the money value of this policy and partly out of egotism and profound belief in the superiority of their own section, continually disparaged Oregon and Oregonians. The "Web-Footers" became the butt of all the little jokes that were going upon the streets and in social circles, much as Portlanders, at present, refer to the inhabitants of Tillamook as embodying all that is outlandish and slow in back-woods life. The rivers of Oregon were constantly represented as too shallow and rocky to be fit for navigation, while the mouth of the Columbia river was invested with all of the horrors which had lived over in romance and poetry from the writings of Irving. Merchants and insurance companies either refused to send ships to a place which was scarcely a recognized port, and of which nothing but evil appeared in the commercial papers. Our climate was spoken of as detestable and intolerable to civilized man—as being perpetually gloomy and wet, and, for at least nine months of the year, unfit for out-door occupation. This spirit of humorous jealousy was indeed carried to a most absurd extreme, and, by means of all the exaggeration of wild western fancy, made Oregon, and more particularly the region of Portland and vicinity, to appear as the fag-end of the American continent, suitable only for the abode of those whose natural inertia and lack of ambition led them to avoid the close competition and high energy of more favored countries—of which California clearly stood at the head. While much of this may be excused as simply humor and vanity on the part of our neighbors, it, nevertheless, worked a real injury to our commerce and to the development of our State.

About the time that railroad communication with the outside world was seriously agitated it began to be seen clearly by the people of Portland that, in order to build up anything like commerce, they must get themselves upon an independent basis before the world.



If they were to bring down to Portland their crops of wheat, aggregating many millions of bushels, and worth many millions of dollars, they must not follow the policy of shipping all this produce to California, there to be reshipped as the product of that State. Their pride in Oregon was suffering many hard blows from being ignored in commercial circles. They saw by shipping reports that their flour and wheat, which, they fondly believed was the best in the world, all appeared in the markets of the world as from their neighbor State, and went to swell her fame among the nations. Portland was not known in the newspapers of the east, except perhaps as an insignificant point somewhere on the northern coast. The name Oregon was also carefully suppressed, and ships bound for Astoria or Portland were simply reported as having cleared for the Columbia river, leaving it uncertain to one whose geographical knowledge was imperfect whether this river was in some northern county of California or in British Columbia. Preparations were made for purchasing goods at New York and importing them to Portland direct, thus saving the expense of port duties at San Francisco, the toll paid to her merchants, and the tariffs of reshipping on the California steamers. The name of the first vessel thus chartered was the *Sally Brown*, and her captain, Matthews. She was soon followed by the *Hattie C. Besse*. There was a sort of "great awakening" on the part of everyone, and the newspapers exhibited fully the disadvantages of shipping to California. Said *The Oregonian*: "Now we believe that it can and will be demonstrated to the commercial world that vessels of sufficient capacity to make profitable voyages can load on this river. But our interests in this regard have been strangely neglected by our people. We have preferred to let San Francisco manage matters to suit her own convenience, instead of trying to do anything for ourselves. There is no longer any question about vessels of a larger class being able to cross the bar at the mouth of the river; and, for a long time, as is well known here, vessels large enough for direct trade have no difficulty in reaching Portland. But the impressions which were formed abroad in regard to the Columbia river still remain, which is not strange when we consider the manner in which our trade has been carried on."

The *Herald* discusses the subject and shows in the same manner how dependence upon San Francisco worked ill to all Oregonians. It said:

"We have frequently urged upon our citizens the importance of establishing a foreign commerce and an independent trade for Oregon. Every intelligent man, on first becoming acquainted with the vast natural resources and commercial facilities of Oregon, is struck with astonishment at the apparent want of enterprise exhibited by the business men of this section in the matter of foreign commerce. A few days ago we noticed a sale of flour from the Salem mills at the highest market price; it was quoted in the printed reports as 'California flour.' A gentleman of this city has just shown us a letter from his agent in New York, advising him of a sale of flour from the mill situated at Jefferson, in Marion county, Oregon, at the highest market rates. That is put down in the commercial report as 'California flour.' Neither the name of Portland nor Oregon is noticed in commercial intelligence. Steamers and sailing vessels loaded for Portland appear in the shipping report as 'cleared for the Columbia.' The imports of foreign goods to San Francisco upon which duties were paid at that port, amounted to \$17,987,535.00, for the year 1867. The imports from the eastern States during the same year were not less than as much more; which would make an aggregate of imports of \$35,975,070. Not less than one-third of that entire amount was re-shipped to the Columbia, passing through Portland for a market—say, eleven million one hundred and ninety-nine thousand one hundred and seventy-two dollars. The San Francisco commission upon this amount was at least ten per cent.—\$1,199,927. The freight from San Francisco to Portland upon these goods was not less than \$400,000. Allowing the same amount for commission and return freights, and it will be found that our trade with San Francisco in commission and freights costs \$3,198,344. Goods can be shipped directly from New York and Boston, or from any foreign port to Portland for one dollar a ton more than for San Francisco. By direct trade with the east and foreign ports, we have a saving of \$700,000 in freights, and \$2,398,344 in commissions and charges incident to breaking bulk, re-selling and re-shipping, at San Francisco. During the past two years Portland has paid tribute to San Francisco to an amount more than equal to the value of all assessable property. San Francisco has now a population of a hundred and twenty-five thousand. Portland, with a foreign and independent commerce, with the same spirit of enterprise, which has characterized the former city, would now number not less than fifty thousand. This proposition is now mathematically demonstrable. The mines naturally tributary to Portland are greater in extent and product than those to San Francisco; the agricultural products of Oregon are more certain, and as available as those of California. Our lumber, iron and coal—the three great staples of commerce—together with our manufacturing facilities, are infinitely superior to those of California; we are nearer to the rich commerce of the Indies, and in the direct line of the shortest practicable belt of commerce around the world, when the contemplated railroad systems are completed. With all these superior natural advantages, why do we consent to be a mere dependency? Paying tribute to the amount of one-third of our earnings to a city which constantly strives to humble and degrade us?"

The estimates of the amount Portland was then paying to San Francisco, as given by the *Herald*, were probably excessive, but the reasoning presented was sound and weighty, and had a good effect among its constituents, as the like presentations of the *Oregonian* and other journals upon their readers.

About this time there were others also striving valiantly for release from these restrictions. Among these was Mr. Robert Kinney, who, although not a citizen of Portland, had interests here; and, as the proprietor of large grist mills, was seeking a market for the products of his manufacture. His son, Marshall J. Kinney, at that time his agent in California, found it extremely difficult to charter a ship for crossing the bar independently of the California companies. He was met with all manner of preposterous objections, and he found the prevailing opinions in regard to the Columbia river prejudiced by self-interest, and even dense ignorance. Nevertheless, he succeeded in chartering a bark—the *Cutwater*—and the cargo shipped on her was among the first, if not the very first, to sail away independently of California.

As the people of Portland became thus moved, measures were introduced in the State Legislature, which convened in the latter part of 1868, to provide relief. Col. W. W. Chapman, still at the front in all matters relating to the prosperity of Portland, undertook the passage of a bill for a tug off the Columbia bar. His first step was to remove the prejudices of the agricultural members, who were naturally quite loth to vote money out of the State treasury for the benefit of Portland; but the Colonel was able to show them that, as their groceries, farm machinery, clothing and other necessities were taxed heavily by coming through San Francisco, anything to open up direct communication with New York would result in their advantage. In order to prove that there must be some assistance given to shipping, he showed that although there was a depth of twenty-four feet on the Columbia bar at dead low water—which, at the time, was the case—the dangers resulted from lack of uncertainty of winds; and every disaster has been due to such failure. He showed that shippers and ship owners would refuse to dispatch vessels to this port while this embarrassment remained. He recommended

that the State give a subsidy for the maintainence of a proper steam tug at the mouth of the river. To show that such subsidy was necessary, he cited the experience of Captain Paul Corno, who had some years before attempted to maintain a tug, but found that the business was not large enough to justify his endeavor. Chapman's recommendations were adopted, a subsidy of thirty thousand dollars was provided—to be furnished under proper restriction and in certain yearly installments—and the rates of pilotage were reduced twenty-five per cent. The tug boat was allowed, when not needed at the bar, to tow vessels to Portland.

Steps were also taken by the merchants of Portland, and by the city as a corporation, to maintain a dredger on the lower Willamette river, and a channel three thousand two hundred feet in length was cut to a depth of fifteen feet at low water, across Swan Island bar, at an expenditure of some twenty-five thousand dollars.

As a result of all these endeavors, a new and steady commerce began to spring up. The Packet line from New York continued regular trips, although, as the transcontinental railways were constructed, the need of them has very largely ceased. The commerce with foreign ports, and particularly with the United Kingdom, has, however, grown steadily from that day to this.

The following table of the exports to San Francisco for 1869 shows the progress of our commerce. It is very incomplete, being much like the others in this regard, as given heretofore:

Treasure.....	\$2,358,000 00	Salmon, barrels..	1,937
Bullion	419,657 00	Salmon, packages.....	19,729
Flour, quarter sacks	543	Butter, packages.....	1,313
Wheat, sacks	49,422	Hides	5,650
Oats, sacks	58,403	Wool, bales..	3,191
Bacon, gunnies.....	4,723	Barley, sacks.....	240
Lard, half barrels..	2,960	Pork, barrels.....	1,712
Apples, boxes.....	31,520	Cheese, packages.....	12
Dried apples, packages	4,912	Hams, packages	435
		Pig iron, tons.....	825

Of the items above mentioned, it will be noticed that treasure is rapidly decreasing, while flour, wheat and salmon are increasing. Iron appears for the first time in any noticeable quantity, and gives proof of the industry established at Oswego. Salmon, as shipped in

cases or packages, witnesses the beginning of the great industry about springing up in canning this noble fish. Although salmon were not shipped from Portland exclusively, nor perhaps to a very large extent, and although the business of canning was not operated with Portland capital, nevertheless the income from this resource had a decided effect in stimulating business at this point.

The aggregate of sales in the city is estimated at \$3,400,000 for this year, and the internal revenue collections were \$204,532.

In 1870 the commerce to the United Kingdom begins to rise. In that year, in the months from July 1st, 1869, to November, 1870, the exports thither amounted to a value of about \$61,000.

The following table exhibits the export to San Francisco:

Apples, boxes.....	25,600	Salmon, bbls.....	3,792
Flour, quarter sacks.....	144,071	Salmon, half bbls.....	4,746
Lumber, feet.....	6,818,547	Salmon, cases.....	22,130
Oats, sacks.....	63,235		

It appears that in the year 1870 no statistics were kept at Portland of exports, and of the above meagre table the *Oregonian* speaks as follows: "It is but just to this State to say, however, that the above figures do not for either year (1869-70) express the full amount of our shipment to San Francisco, but only such amounts of the various articles as were shipped into the San Francisco market for sale. It is well known that during each year we sent considerable quantities of wheat, flour, salmon, etc., to San Francisco for shipment to Eastern or foreign ports; these were not included in the above table. The very small increase of wheat exports of 1870 above 1869 is accounted for by the fact that in 1869 we shipped but little to foreign countries direct, while in 1870 we exported to foreign countries as much as, or more than, appears in this table. The latest shipment to all destinations would show that our grain and breadstuffs export have increased greatly more in proportion than any other products. It will be seen that exports of salmon have also increased."

The exports to foreign countries — including China, British Columbia, Sandwich Islands, England, Ireland, Uruguay and Peru aggregated a value of three hundred and seventy-one thousand three hundred and fifty-five dollars—mostly lumber, flour and fish.

The statistics of 1870 appear incomplete and unsatisfactory—showing negligence on the part of the Portland shippers of that time. The foreign commerce during that period does not seem to have advanced quite so rapidly as was hoped, and the Portland merchants appear to have been somewhat slow to make use of the great advantages open to them by the new order of things. Nevertheless, this was but natural, as the capital was not then in the city to inaugurate a great enterprise, and must be brought in from abroad. The Customs District of Willamette was created and a Custom House established at Portland this year.

This was, moreover, a period of railroad building and excitement, and, consequently, foreign commerce by water was not so rapidly pushed. Still further, the producers of the country, the farmers, lumbermen and stock-raisers, must adapt their industries more directly to commerce, and not consider it a simple addendum to conveniently provide to take care of what they happened to have left over of their domestic industries.

In 1871 foreign exports rise to a value of \$692,297. Clearing to foreign ports are found five foreign ships, aggregating three thousand, seven hundred tons, and six foreign barks, two thousand, six hundred tons. Of American steamer clearances to foreign ports, there were twenty-nine, and six barks and one schooner, aggregating sixteen thousand tons. Imports from foreign countries reached \$517,633.

The coastwise arrivals, from San Francisco and other American cities, aggregated eighty-six thousand four hundred and sixteen tons.

In 1872 we find commerce rising to something like its contemplated proportions. For its purposes, eighteen American steamers and eight barks were employed, with a tonnage of eleven thousand, nine hundred and forty-six; and of foreign vessels, twelve barks and two schooners, aggregating nine thousand, one hundred and forty tons.

Imports from England reached a value of \$350,980; from British Columbia, \$31,294; from Sandwich Islands, \$171,332; from Hong-kong, \$115,338; from other points, \$59,831, making a total of \$728,825. The large imports from the Sandwich Islands show the

value of their trade to Portland, if their products of sugar might be somehow taken away, at least in part, from the San Francisco monopoly.

The exports for this year were as follows: To England, a value of \$3,041,744; British Columbia, \$107,508; Ireland, \$187,549; Sandwich Islands, \$8,824; Hongkong, \$33,925, making a total of \$642,620.

The wheat shipped to the United Kingdom from August 1st to December 13th reached 209,337 centals, worth \$311,166, as against 99,463 centals, worth \$257,276 in 1871. There were five vessels engaged in this trade, while in 1872 there were ten. The value of the grain thus exported did not keep pace with that of the year before, on account of the low price realized. The export to California of flour was 192,500 sacks.

As for coast-wise traffic, there were eighty-two steamers, twenty barks, three brigs, four ships and various schooners, aggregating a hundred and nine thousand, nine hundred and forty-seven tons.

The purely domestic commerce in the Willamette Valley was conducted with the old-time energy, employing forty steamers, with an aggregate tonnage of thirteen thousand, seven hundred and ninety-one, and twenty-one sailing vessels of various descriptions aggregating two thousand and thirteen tons. The Oregon and California Railway was now in active operation and the Oregon Central had tapped the agricultural portion of Washington county.

In 1873 there appears a great rise in exports. For the fiscal year ending in September the following showing is made: To foreign ports there were employed three steamers, the *California*, *George S. Wright* and *Gussie Telfair*, and thirty-five sailing vessels, for the most part ships or barks of large capacity from England. The exports of wheat to foreign ports was 640,262 centals, valued at \$1,055,264; flour, 37,284 barrels, at \$158,895, making a total of \$1,284,149.

Foreign entrances aggregated a tonnage of nineteen thousand, one hundred and forty-three, and of clearances twenty-three thousand, four hundred and sixty-seven. Of American vessels in foreign trade the entrances were ten thousand, three hundred and two tons, and

clearances nineteen thousand, four hundred and forty-four. The imports reached a value of \$514,343, and exports about \$1,600,000. This was all trade with foreign countries.

The following table exhibits the trade with California for that year:

Flour, quarter sacks.....	405,672	Apples, dried, packages.....	2,533
Oats, centals.....	117,012	Butter, packages.....	1,640
Wheat, centals.....	337,391	Beef, barrels.....	112
Salmon, barrels.....	4,361	Bacon, packages.....	409
Salmon, half barrels.....	3,459	Lard, packages.....	6
Salmon, packages.....	110,563	Hams, packages.....	18
Apples, ripe, boxes.....	14,644		

These all aggregated a value of \$2,500,000.

The aggregate of vessels entering on account of coast wise traffic was 112,100 tons; of clearances, 79,694 tons. The difference noticeable in the entries and clearances is explained for the most part by the fact that ships loading at Portland frequently dropped below at Astoria to complete their cargo.

From the above it will be seen that the total exports both to foreign ports and domestic was about \$4,100,000 in value. It will also be noticed that this includes nothing of treasure which figured so largely in early shipments; as by this period the business of the country had so far advanced as to be conducted, so far as concerned money, by means of money orders, checks and bills of exchange, so as to obviate the necessity of the transfer of money in a body.

ENLARGEMENT.

The commerce from this time down to the present has flowed on with steadily increasing volume, and the details need not be so extensively given here as in the preceding pages. It may be noticed that with the coming of Ben Holladay in Oregon, as a railroad prince and capitalist, there was a general increase of energy, and much greater rapidity in despatch and shipments than before. Things took on a livelier air, and assumed more the tone and style of California business. Dash, vim and even recklessness was affected to a greater degree in all business circles, and especially in commercial ventures. The transference of the headquarters of Holladay's ocean steamers

from San Francisco to Portland, made also a great difference in the growth of the city and in swelling the streams of trade leading hither.

For 1871 the foreign trade rises to the value of \$692,297. There were cleared for foreign ports of foreign vessels, five ships aggregating three thousand seven hundred tons, and two barks of two thousand six hundred tons. The American vessels were twenty-nine steamers and six barks and one schooner, of sixteen thousand tons. The coastwise arrivals aggregated eighty-six thousand four hundred and sixteen tons.

Imports for this year from foreign countries reached a value of \$517,633.

For 1872 the entrances from foreign ports, comprised of American steamers eighteen, and American barks eight, with a tonnage of eleven thousand nine hundred and forty-six. Of foreign vessels, twelve barks and two schooners, nine thousand one hundred and forty. This made the total tonnage for the year, one hundred and thirty-one thousand and thirty-five.

The following exhibits the imports:

From England,.....value of...	\$350,980
" British Columbia, " ..	31,294
" Sandwich Islands, " ..	171,332
" Hongkong, " ..	115,338
" All other, " ..	59,831
Total	728,825

The following exhibits the exports:

To England.....value of....	\$304,744
" British Columbia, "	107,508
" Ireland, "	187,549
" Sandwich Islands, "	8,824
" Hongkong, "	33,995
Total.....	642,620

During these years one notices with interest the steady increase in shipment of wheat to the United Kingdom—showing that Portland, as the commercial city of Oregon, was rapidly building up a great foreign trade. In 1871 this was but 99,463 centals, valued at \$257,276; while in 1872 the shipments rose to 209,337 centals, valued at \$511,166. Flour shipped to California was 192,500 quarter sacks. The total export of wheat was twenty-three thousand eighty-two tons, and of flour fourteen thousand five hundred and fifty-eight tons. Although these figures show a large increase in quantity shipped, the prices realized during this season were so low as to impair somewhat the advantage thus derived.

In the district of the Willamette there were registered this year forty steamers, with an aggregate tonnage of thirteen thousand seven hundred and ninety-one tons, and twenty-one sailing vessels of various kinds, two thousand and thirteen tons. This large number of craft on the rivers shows a well sustained inland trade, and that the transportation lines were active in bringing to the sea-board the interior products.

In 1873 Portland experienced the great fire by which about a million and a half dollars worth of property were destroyed. This great loss, calling for its repair, all the money that might be raised upon real securities, necessarily withdrew from trade and commerce large sums which would otherwise have been applied to their enlargement. Confidence was for a time somewhat shaken, and the year was less productive than was expected at the beginning; nevertheless, the volume of foreign trade continued to steadily increase as before. For the fiscal year ending in September we find three steamers plying to foreign ports, in British Columbia. These were the *California*, the *George S. Wright* and the *Gussie Tellfair*. The latter of these was looked upon with some interest as the first iron steamship in our waters; and even more as having in her younger and wilder days been a Rebel blockade runner. Besides the steamers there were thirty-five sailing vessels, mostly owned in Great Britain. The total export of wheat amounted to 640,262 centals, valued at \$1,055,264; flour, 37,284 barrels, at \$158,895; making a total value of wheat and flour export to the United Kingdom, \$1,284,149.

To California, wheat reached 116,076 centals; flour, 209,304 quarter sacks.

The total shipments to California for this year are shown by the following table:

Flour, quarter sacks.....	405,672	Apples (ripe), boxes.....	14,644
Oats, centals.....	117,012	Apples (dried), packages.....	2,533
Wheat, centals.....	337,391	Butter, packages.....	1,640
Salmon, bbls.....	4,361	Beef, bbls.....	112
Salmon, half bbls.....	3,459	Bacon, packages.....	409
Salmon, packages.....	110,563	Lard, packages.....	6

The total valuation of the above is set down as \$2,500,000.

Coastwise entrances aggregated 112,100 tons; clearances, 79,694 tons. Foreign entrances, 19,143 tons; clearances, 23,467 tons. The tonnage of American vessels in foreign trade was—entered, 10,302; cleared, 19,444. The imports reached \$514,343, and the exports about \$1,600,000 to foreign countries.

Following this year a new impetus to the production of grain was given in the upper Willamette Valley by the opening of the Willamette river to the head of navigation by means of a canal and locks at Oregon City. Steamers were thereby enabled to carry grain from points even as far as Eugene City to Portland without breaking bulk. So soon as the autumn rains—usually in October—swelled the volume of the river, these light crafts began to remove the crops that the farmers hauled from considerable distances to shipping points on the river, and continued the traffic until late in the summer succeeding. The actual proportion of grain thus moved was not so large, but, on account of the competition thus afforded, rates of rail transportation were materially reduced.

The Portland merchants also, both in order to enable vessels of large draft to conveniently load at their wharves, and also to finish their lading beyond a degree of safety for passage down the Willamette river, constructed a number of immense barges to accompany the ships to Astoria, with the residue of their cargoes, or to leave it in store at that port as might be needed. This proved, however, to be only necessary as a temporary expedient, since the deepening of the channel between Portland and the ocean renders unnecessary all such expedients. New attention was directed to the safety and facility of passing in and out the Columbia river, and attention was called to the fact that out of more than one thousand arrivals and departures at the bar during the four years preceding but one loss was experienced, and this was due to the fright of the captain, chiefly, who abandoned his ship, to be rescued afterward by a party of salvors. Much railroad agitation was carried on in these years, and all were eager for direct communication with the East.

A good authority at the time thus speaks of the commercial condition: "In summing up our year's condition, we can say that if it has not been all that the most sanguine expected, it has, never-

theless, proved the incorrectness of what grumblers predicted for it. The sweeping disaster of the great fires of the two preceding years seriously effected many of the sufferers, and the effects of the heavy losses have not yet in some instances been overcome; but, notwithstanding these calamities, and a few reverses in trade circles, there have been no failures of large firms or of business suspensions of consequence. The sound commercial basis which underlies our leading houses, their wholesome system of trade, and their positive cautiousness against speculation all combine to provide against disaster and to inspire confidence."

"From a table compiled this year to show the exports of wheat from 1868 to the middle of 1874, we find a total value of \$11,105,850."

"The bulk of the wheat was exported to the United Kingdom, and also a round aggregate of flour—but the largest proportion of the latter was sent to San Francisco, to New York, to ports in the Pacific, and to China and Japan."

It is reported for this year that nearly two hundred ships were employed in the export trade; but this evidently includes all coastwise craft of every description.

For the year 1875 we find a somewhat low condition—or at least not so flattering as might be expected. From Walling's directory we clip the following: "During the past year, Portland, in common with every other section of the Union, has felt the effect of the stagnation which has had such disastrous effects upon the commercial prosperity of the entire country; but remote as we are from the great centers of commerce, we have been comparatively free from the disastrous consequences which have left their impress upon the business marts of the eastern slope."

As is usually the case in periods of business depression, merchants and others began industriously to invent means of expanding their trade; and soon a hopeful condition of affairs was attained. Work on the West Side railroad, which had been stopped at St. Joe, on the Yamhill river, was resumed, and the region thus tapped, was brought into more intimate relations with Portland.

The number of American vessels entering this year aggregated 100,602 tons; the foreign, 16,304 tons.

The value of exports is shown by the following table:

To England.....	\$ 799,818 00
“ British Columbia	136,600 00
“ Hongkong.....	41,448 00
“ Sandwich Islands	549,480 00
“ Australia.....	9,720 00
“ Uruguay.....	58,743 00
Total.....	1,623,313 00

Imports from these countries in foreign vessels were valued at \$283,499; in American vessels, \$163,359; total, \$446,858.

The wheat sent to England during this year was 513,481 bushels; to Ireland, 548,986 bushels; flour, 48,110 barrels.

Noticing some of the imports we find ten thousand bricks from England—evidently brought by way of ballast. Bags, also, were brought from England to the value of \$79,086. The trade from China was very largely in rice, a considerable portion of which was for the Chinese consumers in our midst; 731,926 pounds.

From the Sandwich Islands there were imported 160,839 pounds of rice; of sugar, 3,353,552 pounds; of molasses, 1088 gallons. This is evidently before the monopoly of Spreckles in California.

During 1876 business rapidly revived and the general enthusiasm prevailing throughout the entire United States did much to inspire our merchants with new energy and confidence. More interest was taken in collecting reliable statistics and in showing the world what we were capable of. It was found that the exports of Oregon averaged three hundred and eighteen dollars to each man in the State. “With a population of forty thousand men, Oregon’s export of wheat equals one-seventh of the total export of the United States.”

Eastern Oregon and Washington had now begun to raise wheat in large quantities. Wool figures as a very valuable product—the export being for that year 3,125,000 pounds, worth \$600,000. The salmon catch was also rising and exports from this source were assuming large proportions. In 1875, 372,000 cases were put up,

and in 1876 this was swelled to 480,000 cases. Seventy-two vessels cleared with cargoes mostly wheat, for European ports. The export of wheat to Europe was 1,824,371 centals, valued at \$3,138,-294. The total export was 1,937,787 centals. The export of flour aggregated 215,714 barrels. The excess of wheat and flour exports for 1876, over 1875, reached a value of \$794,857.

In the record of shipments to San Francisco, it is noticeable that apples are coming up to their former figure, being 41,523 boxes of the fresh fruit, and 6,363 packages of the dry; 22,671 sacks of potatoes and 176,939 bushels of oats were also shipped, but the bulk of our shipments thither for that year consisted of 290,076 cases of canned salmon, showing that almost from the first our cannerymen looked for sale of their goods in California. If it had been possible to carry on the salmon business on a purely independent basis before the world, and make Portland, the city nearest the greatest production of this article, the emporium, it is believed that many disasters and difficulties which overtook this business might have been avoided.

The shipment of treasure, or the actual transportation of money for this year was \$2,651,431.78.

As another sign of increase and advance toward commercial supremacy was the change noticeable at this time, by which the country merchants and the jobbers and dealers in small towns began to look to Portland as the base of their supplies.

During 1877 loud calls were heard from the people of Portland for direct railroad communication with the East, and strenuous exertions were made for the building of a road from Portland *via* The Dalles to Salt Lake. Much of this eagerness for independent rail lines was developed by the fact that in California many emigrants starting overland for Oregon were turned back by the representations of agents of the California Emigration Boards, and the Oregonians found their growth in population much retarded thereby.

The total value of exports from the Columbia river in 1876 was estimated at \$11,825,087; in 1877 at \$16,086,897. Seventy-eight ships and barks were engaged in carrying to foreign ports 2,341,210 centals of wheat, worth \$4,954,475. Upon five vessels there were shipped 59,389 barrels of flour, worth \$355,690.

We venture to insert here one more table of exports to San Francisco, which the indulgent reader may omit in reading unless for purposes of reference and comparison:

Wheat, centals	504,836	Flax seed, sacks	12,792
Flour, barrels	113,732	Hides	37,090
Oats, centals	146,050	Beef (canned), cases	15,612
Barley, centals	5,608	Butter, packages	2,064
Middlings, sacks	2,834	Bacon, packages	1,030
Bran, sacks	19,418	Lard, cases	307
Shorts, sacks	2,569	Hams, packages	263
Apples, boxes	73,282	Pork, barrels	372
Dried fruit, packages	3,206	Hops, bales	2,006
Potatoes, sacks	37,081	Cheese, packages	729
Hay, bales	863	Salmon, cases	246,892
Salmon, half barrels	723	Salmon, barrels	173
Wool, bales	15,759		

The following table is also attended as giving the comparative shipments and values of wheat, including flour reduced to wheat, for the years 1874-75-76-77:

1874—Centals	2,312,581	worth	\$4,549,992
1875—Centals	2,095,532	worth	3,610,172
1876—Centals	2,894,722	worth	4,405,029
1877—Centals	3,383,473	worth	7,310,529

In 1878 there appears to be a falling off in export of wheat, which reached but 1,449,608 centals, valued at \$2,540,112; flour valued at \$329,000.

During the year 1878, however, there were exceedingly lively times between Portland and San Francisco on account of the competition between several steamship companies for the trade. In opposition to the Oregon Steamship Company, the old Pacific Mail steamers of large size, the *Orizaba* and the *John L. Stephens* were run. Also the *Great Republic*, the largest vessel ever afloat in our waters, carried things with a high hand, sometimes transporting as many as a thousand passengers at a single trip.

In 1879 the total number of steam craft of the Willamette District (Portland) was sixty, with a tonnage of 27,597. Of these the *G. W. Elder* and the *Oregon*, belonging to the Oregon Steamship Company, iron ships, built at Chester, were the finest and most conspicuous.

The wheat export required the services of seventy vessels, and nineteen vessels were also engaged, either wholly or in part, for flour. The wheat reached 1,932,080 centals, worth \$3,611,240; flour, 209,098 barrels, valued at \$1,143,530. The total value of wheat and flour shipped both to domestic and foreign ports was \$5,345,400.

The following table exhibits the rise and growth of the wool export:

1873.....	2,000,000 pounds
1874.....	2,250,000 pounds
1875.....	2,500,000 pounds
1876.....	3,150,000 pounds
1877.....	5,000,000 pounds
1878.....	6,500,000 pounds
1879.....	7,000,000 pounds

The following figures furnish the statistics of the salmon canning business on the Columbia river. There were canned the following number of cases, in 1875, 231,500; 1876, 428,730; 1877, 392,000; 1878, 278,488; 1879, 325,000.

For 1880 the shipment of wheat was 1,762,515 bushels, valued at \$1,845,537; flour, 180,663 barrels, valued at \$891,872. The value of shipments to San Francisco aggregated \$4,500,000. The wool shipment was 7,325,000 pounds; salmon, 472,000 cases.

For 1881 the value of wheat was \$1,845,537, or, 1,766,515 bushels. For 1881 the shipments of lumber from Portland were considerable, although until this time the Portland mills were for the most part occupied in cutting for local trade, and to supply surrounding and interior points. The three principal mills at Portland cutting for this year were the Portland Lumbering and Manufacturing Co., 6,200,000 feet; Smith's mill, 5,000,000; Wiedler's, about 50,000,000.

During this year greater interest than heretofore had been taken by Portland capitalists in exploring and opening coal and other mines that were naturally tributary to her; and a number of energetic men in this city formed an organization to encourage the growth of fruit in the contiguous sections and open a market to the east and up and down the coast. The salmon catch on the Columbia reached 550,000 cases.

The years of 1880-1 were marked by the great business activity resulting from the construction of the Oregon Railway and Navigation Company's lines, the section from The Dalles to Walla Walla, to the Blue Mountains and to Texas Ferry, then building. The Northern Pacific railroad was running trains from Kalama to Tacoma and constructing the section of their road northeast of Ainsworth fifty-seven miles. The value of imports for this year are given as \$486,208.

The following statement will show the state of business during 1882: "Prosperity of business has been unparalleled. The commerce of the city has been constantly increasing during the past year. The tonnage of ocean steamers arriving at this port shows an increase of more than double the records of any previous year, many first-class steamships from foreign countries having made exceptionally prosperous voyages to and from Portland. Our regular ships plying hence to San Francisco have been constantly improving in character and increasing in number until the Portland line has become the busiest, most reliable and most profitable marine traffic from the city of San Francisco. The number of passengers carried on this line amounts to 5000 or more every month, and freights average 40,000 tons. The 'deep sea crafts' which visit our river prove the ignorance or malice of those who would represent entrance and navigation of the Columbia and the Willamette as perilous or impossible. There are now lying at our docks vessels which will load to twenty-two feet drafts before slipping their hawsers, and make the open sea without danger or delay."

The Willamette river was much improved, and agitation for the improvement of the Columbia bar was begun. The following excerpt shows the general spirit prevailing at the time: "Every unprejudiced observer of this vigor and of Portland's relation to the surrounding country says 'Portland ought to do the business of Oregon, Washington and Northern Idaho.' The completion of an unbroken line having five hundred miles of railroad eastward, with Portland as its great terminal point, marks an era in our history which will only be eclipsed by the present year."

The year 1883 fully realized all the hopes that were raised by the construction of the O. R. & N. Company's lines. Portland took long strides towards the pre-eminence naturally assured her by right of position. "It used to be said that three-fourths of our interior trade passed Portland, and was supplied by San Francisco. The past year has changed this condition of things so materially that possibly the conditions are reversed."

"During the year the ocean commerce of Portland seems to have somewhat diminished, but this is most natural, considering the vast amount of tonnage which the railroads have displaced by more rapid transportation. The city has during the year maintained its own powerful dredgers for the purpose of increasing the depth of channel in the Willamette, and less trouble than heretofore has been experienced in bringing ships to Portland. The latter months of 1883 found a greater number of ships in her harbor than one ever saw here at once, forty such vessels being at dock at one time in November."

It was in 1883 that the O. R. & N. Company's lines were finished and the main line of the Northern Pacific was pushed to a junction with its eastern section.

In 1884, however, a great business collapse resulted from the unusual expansion of the preceding months, and the year was rather disastrous. The Oregon and Transcontinental stocks dropped to a minimum. Villard failed, and many Portland stockholders were greatly crippled. Fictitious values had to be brought down to a substantial basis. Cessation of railroad construction, discontinuance of disbursements, and the fact that the railroad now coming into operation began to absorb the flowing money in the country, all tended to create a stringency. Prices of wheat fell low, and productions therefore realized but poorly; and during the holidays in Portland the whole city was blockaded by an unprecedented storm of snow and ice, so that the somewhat unusual preparations of Portland merchants failed to realize their object. The time of this storm was, however, reckoned as about the lowest ebb of business, and with the advance of winter and the opening of the following season began a general rise. The main line of the Northern Pacific Railroad having

been completed, brought in immigration from the East. The O. R. & N. Company pushed their line to a junction with the Union Pacific, and formed a net-work of lines in the valley of the Columbia. The Oregon and California road was continued to Ashland, and the Oregon Pacific was finished from Corvallis to Yaquina bay. The section of the Northern Pacific from Portland to a point on the Columbia river opposite Kalama was also built.

The imports of this year are stated to be, domestic, \$18,868,129; foreign, \$1,013,866.

The exports aggregated, domestic, \$6,284,735; foreign, \$5,648,116, making a total of about \$12,000,000.

The wholesale trade diminished, owing to the cessation of railroad construction, but, as an offset, country merchants found that they could do better at Portland than at the East.

In 1885 there were shipped 4,546,540 centals of wheat, valued at \$45,643,650, and 459,159 barrels of flour, valued at \$1,751,589, making a total value of \$7,394,239.

The shipment of wool aggregated 11,558,427 pounds, worth \$1,637,936. The value of all exports reached \$14,280,670, being \$2,347,819 over the exports of the preceding year. The greatest crop of grain hitherto raised in the Northwest was harvested this year.

For 1886, the following table of exports still further illustrates the growth.

Wheat, centals.....	4,919,346	Flax seed, sacks.....	68,431
Flour, barrels.....	605,694	Furs, hides, skins, etc., lbs..	2,383,710
Salmon, cases.....	548,366	Hops, pounds.....	6,520,036
Wool, pounds.....	19,227,105	Barrel stock, packages.....	11,594
Woolens, cases.....	819	Potatoes, sacks.....	111,062
Mill stuffs, sacks.....	227,719	Oats, sacks.....	209,126
Barley, centals.....	40,685	Laths, M.....	6,658
Leather, packages.....	590	Green fruit, boxes.....	91,166
Tallow, packages.....	1,765	Dried fruit, packages.....	7,236
Butter, packages.....	286	Ore, sacks.....	18,592
Eggs, packages.....	3,488	Onions, sacks.....	5,161
Provisions, packages.....	6,570	Teasels, cases.....	29
Pig iron, tons.....	1,567	Stoves.....	1,615
Lumber, M.....	28,771	Total value of exports.....	\$16,960,147 00

For 1887 the shipment of wheat was 173,915 tons, and flour, 45,766 tons, making a total—all reduced to wheat—of 237,989 tons. The total export of 1887 was \$13,985,681.

The statistics of wheat for 1888 are given as follows:

To Europe—Centals.....	3,149,764....	valued at....	\$3,716,598
To San Francisco—Centals...	1,099,109....	valued at ...	1,288,819
Coastwise—Centals.....	160,154....	valued at....	196,370
Peru—Centals.....	53,344....	valued at....	60,610

The shipment of flour for the same period is shown by the following table:

Europe—Barrels.....	402,734....	valued at....	\$1,399,773
San Francisco—Barrels..	107,834....	valued at....	397,346
Coastwise—Barrels.....	62,967....	valued at....	245,775
China—Barrels.....	71,036....	valued at....	259,412

The total shipment of wheat reached 4,462,371 centals, of a value of \$5,716,598; flour, 644,471 barrels, of a value of \$2,302,606.

The total export of 1888 reached \$16,385,658. The shipment of salmon was 428,437 cases; the production of wool about 18,000,000 pounds.

It may be noticed in relation to the foregoing statistics that they are to a large extent incomplete, nor always correct so far as given; but they are the best to be obtained, and it is believed that the natural tendency to exaggeration is largely offset by the difficulty, or even impossibility, of finding a record of all products and exports. Indeed, for the purposes of this work it is not necessary that they should absolutely be impregnable, yet they are probably fully as reliable as those tabulated for other cities or other lines of industry. In some departments, such as salmon, wool, and to some extent in wheat and flour, the product of near or surrounding points has been undoubtedly tabulated with that of Portland; and in the case of wheat and flour considerable shipments have been made by rail to Tacoma for lading on foreign vessels. But this feature has now been obviated by the new pilotage laws so that port charges and towage on the rivers do not increase expenses of loading at Portland to a point above that at ports on Puget Sound. The facts given above show substantially the volume of business done by Portland, or by Portland capitalists.

PRESENT CHARACTER AND CONDITIONS.

From the preceding pages it will be noticed how Portland has weathered all the storms of opposition from the earliest days, and has advanced to and continued to hold the position as emporium of the Pacific Northwest. In the primitive times she proved the superiority of her position over points on the lower Willamette for lading and unlading. Having securely gained this pre-eminence she proceeded during the second era to emancipate herself from the commercial tyranny of San Francisco, and during the third to build up an independent commerce with the world. Since 1868 she has stood before the nations as an autonomous power in commercial affairs, acting without fear or favor, and pressing her activities on the simple basis of the advantages that she possessed and the facilities which she could give. She boldly entered upon the construction of railroad lines, calling in capital from California, from the East and from Europe, and thereby made a practical test of what she was able to do. If, by virtue of position and business activity, she should prove inferior to other points, these railroads would necessarily withdraw from her, her capital and population leaving her stranded upon the shoals of bankruptcy. But if, on the other hand, her position and business enterprise enabled her to serve the entire surrounding region, these lines of transportation would give her still greater advantages. Amid all vicissitudes—social, commercial and political—incident upon construction of railroads, Portland steadily held her own; and, now that these lines are completed and in operation, finds her wealth and population increased four or five fold. She finds herself more secure than ever as the emporium and business center of the Pacific Northwest. Her present position is that accorded to her by nature, as the point of exchange between domestic productions and foreign imports, the point of supply for interior towns and country places, and the general depot for the stores that must somewhere be held in readiness for the use of the people.

The character of her business at present is determined by that of the surrounding sections. While they raise wheat she must handle

and sell wheat; their wool, fruit, ores, lumber, fish, coal, iron, cattle and other domestic productions all figure in her lists as passing through her for market.

This work being chiefly historical need not here be burdened with further details of commerce. It is confidently believed, however, that the exports of 1889 will reach a greater value than for any preceding year. These will, of course, be of the same character so far as quality or kind is concerned, as of years before. They will be drawn from the entire circle of valleys and mountains from the California and Montana borders.

It will not be necessary to insert here a disquisition upon the commercial needs of Portland, nevertheless the reader will naturally think of the steps that must be taken to make Portland complete as an emporium. First of all, it remains to perfect that confidence between Portland and the agricultural communities which will induce them to rely upon her merchants. Portland must reach such friendly terms with the farmers and graziers that her business men may never with any semblance of propriety be called "Shylocks." Our merchants must seek rather the enlargement of their sales than a large per cent. upon each one, knowing that a profit of even one per cent. on a hundred dollars, or orders worth a hundred dollars, is better than that of three per cent. on but twenty dollars; and the small merchants and dealers of the country must be encouraged to feel that they are made to share with Portland the advantages which result from her superior natural position.

For another thing the people of Portland must learn to regard the whole Northwest as in a measure their "farm." That is, they must feel the same interest in improving and developing the fields, forests and mines of all this region that the energetic farmer feels in making his own acres productive. Every effort must be put forth to bring wild lands in cultivation, to increase the area of orchards and the number of flocks and herds, and, if possible, to render substantial assistance to settlers who find the difficulties of pioneer life too great to be overcome. In some sections capitalists have greatly increased the productions of the soil, and enhanced values by selling land for an interest in the crop for a term of years until the purchase price

was liquidated. It is possible that extensive orchards and the cultivation of wild lands might be profitably encouraged in the same way.

For the most part the business men of Portland will find it to their greatest advantage to encourage those kinds of industry and occupation as lead to the settlement of the country and to the introduction of families. It is to be noticed that great as has been the volume of money turned over by the salmon canning business of the country, but comparatively little real advantage has accrued to the State. The business itself has been grossly overdone, the supply of fish well nigh exhausted, and for a large part at least, but an idle, transitory and turbulent element of laborers attracted hither. In like manner the immense lumbering business of Puget Sound and the lower Columbia has brought no benefit proportionate to the amount of capital employed and the money made. Exhausted forests and too frequently dissatisfied and demoralized communities have followed in the path of the ax and saw. A lesson also may be gathered from the great plains of Texas and Dakota, where the cattle and wheat business are cultivated by a class of capitalists who are themselves in New York or in London, and delegate to agents the management of their immense herds and fields. A band of cow-boys, or a camp of plow-men and harvesters, for a few months in the year are the only inhabitants of plains and meadows that might well support thousands of families. By such management the utmost extravagance of methods is engendered. Pastures are eaten out, soils exhausted, and the country left in a condition inviting the English or Irish system of landlordism. Portland wants nothing of this. She should consider that it is a State filled with families, with a multitude of rural towns, and with productive manufactories, that makes demand for the immense imports which she is to store and to distribute, and which provides the immense exports to be exchanged for the imports. For this reason she will principally encourage such industries as fruit raising, dairying, sheep and stock raising by small farmers on small farms; the raising of poultry and the labor of small manufactories, and of persons in rural communities.

It remains also to open up the water ways, to complete the natural entrance at the mouth of the Columbia river, and to unlock the gates of the Columbia to the whole interior.

By such liberal policy, by breadth of plan and outlook, by exercise of a spirit of fraternity and accommodation, Portland will maintain her ascendancy. The conditions out of which monopolies and oppressive combinations arise will be prevented. Although expecting to run a hard race with San Francisco and even some Eastern city as Chicago, and with some local rivals for control of the business in certain portions of her field, she need have no fear of the result.

Locally, there is room here for great lumber yards, cattle yards, fruit canning establishments, cold storage houses and depots of supply for the merchant marine, for the fishing stations of Alaska, and for the mines of the upper Columbia. These will come in time.

CHAPTER VIII.

RIVER NAVIGATION.

Oregon Pioneer Ship builders and River Navigators—Col. Nesmith's Account of Early Navigation on the Columbia and Willamette—Judge Strong's Review of the Growth and Development of Oregon Steamship Companies—Names and Character of Early Steamships and the Men who ran them—List of the Steamers Built by the Peoples' Transportation, Oregon Steamship Navigation and Oregon Railway and Navigation Companies—Independent Vessels and Their Owners.

IN approaching this subject one finds that, as in all other lines, Portland has gradually become the center of all the navigation companies of Oregon. To indicate the sources of her present facilities it will therefore be proper to mention the efforts made in other places in our State which ultimated upon Portland. This can be done in no manner so satisfactorily as by inserting here two extracts; one of them being from a speech of Senator J. W. Nesmith, and the other from Hon. Wm. Strong, before the Oregon Pioneer Association.

The former is a racy narrative of the very earliest efforts at navigation; and the latter shows the origin of our steamboat companies. Both the men named were personally cognizant of the facts in the case. Says Nesmith:

It is my purpose to speak briefly of the inception of our external and internal commerce, as inaugurated by the efforts of the early pioneers.

Forty years ago the few American citizens in Oregon were isolated from the outside world. Some adventurous and enterprising persons conceived the idea of a vessel of a capacity to cross the Columbia river bar and navigate the ocean. Those persons were mostly old Rocky Mountain beaver trappers, and sailors who had drifted like waifs to the Willamette Valley. Their names were Joseph Gale, John Canan, Ralph Kilbourn, Pleasant Armstrong, Henry Woods, George Davis and Jacob Green. Felix Hathaway was employed as master ship carpenter, and Thomas Hubbard and J. L. Parrish did the blacksmith work. In the latter part of 1840, there was laid the keel of the schooner *Star of Oregon*, upon the east side of Swan Island, near the junction of the Willamette and Columbia rivers. The representatives of the Hudson's Bay Co. either dreading commercial competition, or doubtful about their pay, at first refused to furnish any supplies. But through the earnest representation of Commodore Wilkes—then here in command of the American exploring squadron, who offered to become responsible for the payment—Dr. M'Loughlin furnished all such necessary articles as were in store at Vancouver. (According to another account current among old pioneers, the boat builders feigned to be persuaded by M'Loughlin to give up their plan, and go to raising wheat for him. He supplied them with ropes, nails, bagging, etc., etc., such as was necessary for agriculture, and was greatly astonished when in passing the island he saw his farmers industriously building the craft which he had attempted to inhibit, expressing his vexation in the words, "Curse these Americans; they always do get ahead of us.") On the 19th day of May, 1841, the schooner was launched. She had only been planked up to the water ways, and in that condition was worked up to the falls of the Willamette. Owing to the destitution of means and the scarcity of provisions, the enterprising ship builders were compelled to suspend work upon their vessel until May, 1842. On the 25th of August the vessel was completed, and the crew went on board at the falls. They consisted of the following named persons: Joseph Gale, captain; John Canan, Pleasant Armstrong, Ralph Kilbourn, Jacob Green and one Indian boy ten years old. There was but one passenger, a Mr. Piffenhauser. Capt. Wilkes furnished them with an anchor, hawser, nautical instruments, a flag and a clearance. On the 12th of September, 1842, she crossed the bar of the Columbia, coming very near being wrecked in the breakers, and took latitude and departure from Cape Disappointment just as the sun touched the western horizon.

That night there arose a terrific storm, which lasted thirty-six hours, during which Captain Gale, who was the only experienced seaman on board, never left the helm. The little *Star* behaved beautifully in the storm, and after a voyage of five days anchored in the foreign port of Yerba Buena, as San Francisco was then called.

The *Star* was 48 feet eight inches on the keel, 53 feet eight inches over all, with ten feet and nine inches in the widest part, and drew in good ballast trim four feet

and six inches of water. Her frame was of swamp white oak, her knees of seasoned red fir roots; her beam and castings of red fir. She was clinker built, and of the Baltimore clipper model. She was planked with clear cedar, dressed to $1\frac{1}{4}$ inches, which was spiked to every rib with a wrought iron spike half an inch square, and clinched on the inside. The deck was double; and she was what is known as a fore and aft schooner, having no top sails, but simply fore and main sails, jib and flying jib. She was painted black, with a small white ribbon running from stem to stern, and was one of the handsomest little crafts that ever sat upon the water. Capt. Gale and the crew, who were the owners of the *Star*, sold her at the bay of San Francisco in the fall of 1842 to a French captain named Josa Lamonton, who had recently wrecked his vessel. The price was 350 cows.


Shortly after Captain Gale arrived in San Francisco, the captains of several vessels then in the harbor came on board his schooner, and when passing around the stern read *Star of Oregon*, he heard them swear that there was no such port in the world.

Gale and his crew remained in California all winter, and in the spring of 1843 started to Oregon with a party of forty-two men, who brought with them an aggregate of 1250 head of cattle, 600 head of mares, colts, horses and mules, and 3000 sheep. They were seventy-five days in reaching the Willamette Valley. On their arrival with their herds the monopoly in stock cattle came to an end in Oregon.

Captain Joseph Gale, the master spirit of the enterprise, was born, I believe, in the District of Columbia, and in his younger days followed the sea, where he obtained a good knowledge of navigation and seamanship. Captain Wilkes, before he would give him his papers, examined him satisfactorily upon these subjects. Abandoning the sea he found his way to the Rocky Mountains, and was for several years a trapper. I knew him well and lived with him in the winter of 1843-4, and often listened to his thrilling adventures of the sea and land. He then had the American flag that Wilkes gave him, and made a sort of canopy of it, under which he slept. No saint was ever more devoted to his shrine than was Gale to that dear old flag.

In the summer of 1844, Aaron Cook, a bluff old Englishman, strongly imbued with American sentiments, conceived the idea of building a schooner to supercede the Indian canoes then doing the carrying trade on the Columbia and Willamette rivers. Cook employed Edwin W. and M. B. Otie and myself as the carpenters to construct the craft. We built her in a cove or recess of the rocks just in front of Frank Ermotinger's house, near the upper end of Oregon City.

None of us had any knowledge of ship-building, but by dint of perseverance we constructed a schooner of about thirty-five tons burthen. She was called the *Calipooiah*. Jack Warner did the caulking, paying and rigging. Warner was a young Scotchman with a good education, which he never turned to any practical account. He ran away from school in the "Land o' Cakes" and took to the sea, where he picked up a good deal of knowledge pertaining to the sailors' craft. I recollect one day when Jack, with a kettle of hot pitch and a long-handled swab, was pitching the hull of the *Calipooiah*, he was accosted by an "uncouth Missourian," who had evidently never seen anything of the kind before, with an inquiry as to his occupation. Jack responded in broad Scotch: "I am a landscape painter by profession, and am doing a wee bit of adornment for Capt. Cook's schooner."



In the month of August, 1844, we had launched and finished the *Calipooiah* and went on a pleasure excursion to the mouth of the Columbia. The crew and passengers consisted of Captain Aaron Cook, Jack Warner, Jack Campbell, Rev. A. F. Waller and family, W. H. Gray and wife, A. E. Wilson, Robert Shortess, W. W. Raymond, E. W. Otie, M. B. Otie and J. W. Nesmith. There might have been others on board; if so, their names have escaped me. The after portion had a small cabin, which was given up for the accommodation of the ladies and children. Forward was a box filled with earth, upon which a fire was made for cooking purposes. We had our own blankets and slept upon the deck. The weather was delightful, and we listlessly drifted down the Willamette and Columbia rivers, sometimes aided by the wind. Portland was then a solitude like any other part of the forest-clad bank. There were then no revenue officers here under pretense of "protecting" American industries, and no custom house boat boarded us.

In four days we reached Astoria, or Fort George, as the single old shanty on the place, in charge of an old Scotchman, was called. The river was full of fish, and the shores abounded in game. We had our rifles along, and subsisted upon wild delicacies. There were then numerous large Indian villages along the margin of the river, and the canoes of the natives were rarely out of sight. The Indians often came on board to dispose of salmon; their price was a bullet and a charge of powder for a fish.

The grand old river existed then in its natural state, as Lewis and Clark found it forty years before. I believe that there was but one American settler's cabin on the banks of the Columbia from its source to the ocean. That was on the south side of the river, and belonged to Henry Hunt and Ben Wood, who were building a saw-mill at that point.

On an Island near Cathlamet some of us went ashore to visit a large Indian village, where the natives lived in large and comparatively comfortable houses. They showed us some articles which they said were presented to them by Lewis and Clarke, among which were a faded cotton handkerchief and a small mirror, about two inches square, in a small tin case. The corners of the case were worn off and the sides worn through by much handling. The Indians seemed to regard the articles with great veneration, and would not dispose of them to us for any price we were able to offer.

The only vessel we saw in the river was Her Majesty's sloop-of-war *Modeste*, of eighteen guns, under command of Capt. Thomas Bailie. We passed her in a long nich in the river, as she lay at anchor. We had a spanking breeze, and, with all our sail set and the American flag flying at our mast-head, we proudly ran close under her broadside. A long line of officers and sailors looked down over the hammocks and from the quarter-deck at our unpainted and primitive craft in apparently as much astonishment as if we were the *Flying Dutchman* or some other phantom ship from the moon to plant the Stars and Stripes upon the neutral waters of the Columbia."

The steamer *Eliza Anderson*, launched November 27, 1858, was entirely built at Portland, of Oregon fir timber, and at this date, July, 1889, is running on Puget Sound with most of her original timber as apparently sound as the day it was put in her.

Judge Strong, at one time attorney of the old O. S. N. Company, succinctly begins his narrative at the annual meeting of the Pioneer Association in 1878 by stating what he found upon reaching the Columbia:

Astoria at that time was a small place, or rather two places, the upper and lower town, between which there was great rivalry. They were about a mile apart, with no road connecting them except by water and along the beach. The upper town was known to the people of lower Astoria as "Adairville." The lower town was designated by its rival as "Old Fort George," or "McClure's Astoria." A road between the two places would have weakened the differences of both, isolation being the protection of either. In the upper town was the custom house, in the lower two companies of the First U. S. Engineers, under command of Major J. S. Hathaway. There were not, excepting the military and those attached to them, and the custom house officials, to the best of my recollection, to exceed twenty-five men in both towns.

At the time of our arrival in the country there was considerable commerce carried on, principally in sailing vessels, between the Columbia river and San Francisco. The exports were chiefly lumber; the imports generally merchandise.

The Pacific Mail steamer *Caroline* had made a trip in the month of May or June, 1850, bringing up furniture for the Grand Hotel at Pacific City, and as passengers, Dr. Elijah White, Judge Alonzo Skinner, J. D. Holman and others, who were the founders and proprietors of the city. Some of the proprietors still live, but the city has been long since buried and the place where it stood has returned to the primeval forest from which it was taken. The Mail Company's steamers *Oregon* and *Panama* had each made one trip to the river that summer, but regular mail service by steamer from San Francisco was not established until the arrival of the steamer *Columbia* in the winter or spring of 1850-51. The usual length of time of receiving letters from the States was from six weeks to two months. It took, however, three months to send and get an answer from an interior State, and postage on a single letter was forty cents. After the arrival of the *Columbia*, they came with great regularity once a month, and a year or two afterwards semi-monthly.

In 1852 the railroad across the Isthmus was completed, thus greatly improving that route. A route had been established across Nicaragua, which for a time was quite popular, but was finally abandoned on account of internal disturbances in the country, in part, and in part on account of competition and increased facilities upon the Isthmus route. The date when the Nicaragua route commenced to be used and was discontinued I am not able at this time to give. The price of passage by the Isthmus route, before their opposition, was from \$200 to \$250, which included only a limited amount of baggage. Freights were extraordinarily high, amounting to a prohibition upon all excepting merchandise.

In 1857 the Overland Stage Company was organized and commenced carrying the letter mail between St. Joe, Missouri, and Placerville, California, under a contract with the Postmaster General, under an act of Congress, approved March 3d, 1857. The act authorized a semi-monthly, weekly, or semi-weekly service, at a cost per annum not exceeding \$300,000 for semi-monthly, \$450,000 for weekly, and \$600,000

for semi-weekly service—the mail to be carried in good four-horse coaches or spring wagons, suitable for passengers, through in twenty-five days. The original contract was for six years, but was extended, and the line run until the railroad was completed in 1869. After the route was opened, twenty-two days was the schedule time. The stages run full both ways, fare \$250. The starting and arrival of the stages were great events at both ends of the line. A pony express from San Francisco to St. Joe was started in 1859, and run about a year and a half. It made the trip in ten days.

The first river steamboat in Oregon was the *Columbia*, built by General Adair, Captain Dan Frost and others, at Upper Astoria in 1850. She was a side-wheel boat, ninety feet in length, of about seventy-five tons burthen, capable of accommodating not to exceed twenty passengers, though I have known of her carrying on one trip over one hundred. Though small, her cost exceeded \$25,000. Mechanics engaged in her construction were paid at the rate of sixteen dollars per day, and other laborers five to eight dollars, gold. She made her first trip in June, 1850, under the command of Capt. Fro; McDermott, engineer. It generally took about twenty-four hours to make the trip. She tied up nights and in foggy weather. Fare was twenty-five dollars each way. She was an independent little craft, and not remarkably accommodating, utterly ignoring Lower Astoria. All freight and passengers must come on board at the upper town. She ran for a year or two, when her machinery was taken out and put into the *Fashion*. Her hull afterwards floated out to sea.

The *Lot Whitcomb*, also a side-wheeler, was the next. She was built at Milwaukie, then one of the most lively and promising towns in Oregon, by Lot Whitcomb, Col. Jennings, S. S. White and others and launched on Christmas Day, 1850. That was a great day in Oregon. Hundreds from all parts of the Territory came to witness the launch. The festivities were kept up for three days and nights. There was music instrumental—at least, I heard several fiddles—and vocal, dancing and feasting. The whole city was full of good cheer; every house was open and all was free of charge—no one would receive pay. Sleeping accommodations were rather scarce, but there was plenty to keep one awake.

The *Lot Whitcomb* had a fine model, a powerful engine, and was staunch and fast. Her keel was 12x14 inches, 160 feet long, a solid stick of Oregon fir. Her burthen was 600 tons, had a 17-inch cylinder, 7-feet stroke and cost about \$80,000. She proved a safe and comfortable boat. Fare upon her was reduced to \$15 between Portland and Astoria. She ran upon Oregon waters until the latter part of 1853, when she was taken to San Francisco and ran for some years on the Sacramento. Captain John C. Ainsworth took command. This was his first steamboating in Oregon. Jacob Kamm was her engineer. Captain Ainsworth was from Iowa, where he had been engaged in steamboating on the Mississippi between St. Louis and Galena about five years. He was a young man about twenty-eight years of age when he commenced in Oregon, and had nothing to begin with but the ordinary capital of an Oregon pioneer—a sound head, a brave heart, willing hands, energy and fidelity to trust. I have known him through his whole career in Oregon. The fortune and position he has acquired are not the result of accident or chance, but have been secured by industry, integrity, ability, hard labor and prudence. Such fortune and such position come to all who work as hard, as long and well as Captain Ainsworth.

Jacob Kamm, the engineer, was the right man in the right place on such a boat, under such a captain. He proved himself skillful and prudent; no accident ever

occurred through his want of skill and care during the long period in which he ran as engineer on Oregon steamboats. The fortune he has acquired has been built up by hard labor, increased and preserved by skill and prudence.

The Pacific Mail Steamship Company, a New York corporation which had the mail contract between Panama and Oregon, brought out a large iron steamer called the *Willamette*. She was built for the company at Wilmington, Delaware, and brought around Cape Horn under sail as a three masted schooner, arriving in the fall of 1851. She was soon fitted up and commenced running, under Captain Durbrow, between Portland and Astoria in connection with the company's sea steamer. She was an elegant boat in all her appointments, had fine accommodation for passengers, and great freight capacity. In fact, she was altogether too large for the trade, and in August, 1852, her owners took her to California and ran her on the Sacramento. One good thing she did, she put fare down to \$10. Fare on this route went down slowly; first \$26, then \$15, then \$10, then \$8, and then \$3; it is now \$2. It is only within a few years that the passenger trade on the lower Columbia has been of any considerable value, or would support a single weekly steamboat. It has now become of more importance.

Time will only permit me to touch upon the important events which make eras in the commerce of Oregon.

Navigation upon the Willamette above the falls at Oregon City by steamboats was opened by the *Hoosier*, built at Oregon City below the falls and taken up early in 1851. She ran between Canemah and Dayton on the Yamhill.

Early in 1851 Abernethy & Co's barque, the *Success*, from New York, arrived at Oregon City with a general cargo of merchandise and three steamboats; two of them were small iron propellers, and the third, the *Multnomah*, was a side-wheel boat built of wood. The *Eagle* was very little larger than an ordinary ship's yawl-boat. She was owned and run between Portland and Oregon City by Captains William Wells and Richard Williams. When Wells was captain, Williams was mate, fireman and all hands; when Captain Dick took the wheel, Wells became the crew. She carried freight for \$15 per ton, passengers \$5 each. Pretty good pay for a twelve mile route. She made more money according to her size than any boat in Oregon. Out of her earnings the owners built the iron steamboat *Belle*, and made themselves principal owners in the *Senorita*—two, for that day, first-class steamboats. The *Washington* was somewhat larger, owned by Alexander S. Murray, who commanded her. He took the boat up above the falls in June, 1851, run her there until the fall or winter of 1851-2, when he brought her down and run her between Portland and Oregon City until the spring of 1853, when she was again taken above the falls, where she ran until July of the same year, when her owners there, Allan McKinley & Co., brought her below and sent her under steam around to the Umpqua river. She arrived there in safety, crossing the bars of both rivers, and ended her days there in the service of her owners. She was known after her sea voyage as the "*Bully Washington*." The only money ever made out of her was made by her first owner, Capt. Murray. He was a sharp Scotchman, came from Australia here and returned there when he left Oregon. He is said to be the father of internal navigation in Australia. He made money, and when I last heard of him was engaged in the navigation of Murray's river, which empties into the ocean at Adelaide.

The next and most famous of the steamers that were brought out after the *Success* was the *Multnomah*. She came in sections, and was set up at Canemah by two or three army or navy officers of the United States, who had brought her out, Doctors Gray and Maxwell and Captain Binicle; was built of oak staves two inches in thickness and of the width and length of ordinary boat plank, bound with hoops made of bar iron, keyed up on the gunwales; was 100 feet in length, with good machinery, and like her principal owner, Dr. Gray, fastidiously nice in all her appointments. She had no timbers except her deck beams and the frame upon which her engine and machinery rested; was as staunch as iron and oak could make her. It was as difficult to knock her to pieces from the outside as it is for a boy to kick in a well hooped barrel. She commenced running above the falls shortly after the *Washington*, and run there—her highest point being Corvallis, then Marysville—until May, 1852, when she was brought below on ways in a cradle, and thereafter run on the lower Willamette and Columbia, part of the time making three trips a week to Oregon City and three trips to the Cascades. She brought down many of the emigrants of 1852. She fell into the hands of Abernethy & Co., and in the winter and spring of 1853, ran between Portland and Oregon City in connection with the *Lot Whitcomb*. On the failure of Abernethy & Co.; she fell into the hands of their creditors and had different captains every few trips for a year or two. She was then purchased by Captain Richard Hoyt, and run on the lower Columbia route until his death in the winter or spring of 1861-2. She finally came into the hands of the Oregon Steam Navigation Company, and after much more useful service laid her bones in the bone-yard below Portland.

About the same time, 1851, a small wooden boat, a propeller, called the *Black Hawk*, ran between Portland and Oregon City. She made money very rapidly for her owners.

The other boats built for or run above the falls of the Willamette were the *Portland*, built opposite Portland, in 1853, by A. S. Murray, John Torrance and James Clinton. She was afterwards taken above the falls where she ran for some time. On the 17th of March, 1857, she was carried over the falls in high water, leaving hardly a vestige of the boat, and drowning her captain, Arthur Jamison, and one deck hand.

There was the *Canemah*, side-wheels, built in 1851, by A. F. Hedges, afterwards killed by the Indians in Colonel Kelly's fight on the Touchet in 1856; Alanson Beers and Hamilton Campbell. She ran between Canemah and Corvallis. The heaviest load she ever carried was 35 tons. Passage on her was \$5 to Salem. She made little or no money for her owners though she had a mail contract.

The *Oregon*, built and owned by Ben Simpson & Co., in 1852, was a side-wheel boat of good size, but proved very poor property.

The *Shoalwater*, built by the owners of the *Canemah*, in 1852-3, as a low-water boat, commanded by Captain Lem White, the pioneer captain upon the upper Columbia, proved to be a failure. She changed her name several times, was the *Phoenix*, *Franklin*, and *Minnie Holmes*. Her bad luck followed her under every alias. In the spring of 1854, she collapsed a flue near Rock Island while stopping at a landing. None were killed, but several were more or less seriously injured and all badly scared. H. N. V. Holmes, a prominent resident of Polk county, was badly injured, but jumped overboard and swam across the river to the eastern shore before he knew that he was hurt.

Next was the *Willamette*, also built by the owners of the *Canemah*, in 1853. She was a large and expensive boat of the Mississippi style; run above the falls until July, 1854, when she was taken below, and in the fall of the same year was sold and taken to California. She proved a failure everywhere and came near breaking her owners. The current seemed to be against her whether she ran up or down stream.

In the summer of 1853 a company of California capitalists bought the land and built a basin and warehouse on the west side of the Willamette at the falls, near where the canal and locks now are. Their first boat was burned on the stocks October 6, 1853. The second was the ill-fated *Gazelle*, a large and beautiful side-wheel steamer. She made her first trip on the 18th of March, 1854. On the 5th of April, 1854, when lying at Canemah, her boiler exploded, causing great loss of lives. Over twenty persons were killed outright, and as many wounded, three or four of whom died shortly afterwards. The Rev. J. P. Miller, a Presbyterian minister, of Albany, in this State, the father of Mrs. Judge Wilson, now a widow and postmaster at The Dalles (postmistress is not known under the postoffice laws); Mrs. Kelly, wife of Col. Kelly, late U. S. Senator from this State, now resident of Portland, and Mrs. Grover, the wife of Gen. Cuvier Grover. Many other valuable citizens of Oregon were among the killed. The wreck was bought by Captains R. Hoyt, William Wells and A. S. Murray, taken down over the falls on the 11th day of August, 1855, and converted into the *Senorita*, of which I have before spoken. The warehouse company afterwards built the *Oregon*, which was sunk and proved a total loss. The property passed into other hands; the buildings were afterwards burned, and all was swept away in the flood of December, 1861.

The first stern-wheeler upon the upper Willamette was the *Enterprise*, built in the fall of 1855, by Archibald Jamison (a brother of the one lost on the *Portland* when she went over the falls, in March, 1854), Captain A. S. Murray, Armory Holbrook, John Torrance and others. She was 115 feet in length, fifteen feet in width, and had neat cabin appointments. She run on the upper river under Captain Jamison—the first really successful boat on that part of the river—and after some years' service was sold to Captain Tom Wright, son of Commodore, better known as "Bully" Wright, of San Francisco, who took her to Frazier river on the breaking out of the mines there, where she finished her course; as I now recollect, she was blown up.

In 1856 Captains Cochrane, Gibson, Cassidy and others built the *James Clinton*, afterwards called the *Surprise*. She was in her day the largest and best stern-wheeler upon the Willamette.

The *Success*, built at a later period by Captain Baughman, belied her name, and had a short and unprofitable career.

There were other steamboats during this time and afterwards upon that portion of the river which time forbids me to name. What I have already stated is sufficient to give a general idea of the growth of navigation up to the time when corporations commenced their operation. These boats that I have named, and others built and owned by private individuals, held the field until 1862-3, when the People's Transportation Company, a corporation under the general incorporation law of Oregon, entered upon its career. They built the canal, basin and warehouse on the east side of the river, and carried on a profitable trade between Portland and the various points up the river, finally selling out to Ben Holladay, who, with his railroad and river steamboats, then held command of the trade of the entire Willamette Valley.

An account of the internal commerce of Oregon would be incomplete without a history of the origin and growth of the Oregon Steam Navigation Company. I shall speak of it historically only, how it originated and what it has accomplished. Whether its influence has been good or bad, whether, on the whole, it has been or is likely to be detrimental to the true interests of our people, are questions that are not to be discussed here. Time will only permit me to give a brief sketch of the prominent points in its history. It is an Oregon institution, established by Oregon men who made their start in Oregon. Its beginnings were small, but it has grown to great importance under the control of the men who originated it.

In April, 1859, the owners of the steamboats *Carrie Ladd*, *Senorita* and *Belle*, which had been plying between Portland and Cascades, represented by Captain J. C. Ainsworth, agent, the *Mountain Buck*, by Col. J. C. Ruckel, its agent, the Bradford horse railroad, between the middle and upper Cascades, by its owners, Bradford & Co., who also had a small steamboat plying between the Cascades and The Dalles, entered into a mutual arrangement to form a transportation line between The Dalles and Portland, under the name and style of Union Transportation Company. There were some other boats running on that route, the *Independence* and *Wasco*, in the control of Alexander Ankney and George W. Vaughn; also the *Flint* and *Fashion*, owned by Captain J. O. Van Bergen. As soon as practicable, these interests were harmonized or purchased.

At this time freights were not large between Portland and the upper Columbia, and the charges were high. There was no uniform rule; the practice was to charge according to the exigency of the case. Freights had been carried in sail boats from Portland to the Cascades at twenty dollars per ton. I have before me an advertisement in an early number of the *Weekly Oregonian*, that the schooner *Henry*, owned by F. A. Chenoweth, now a practicing lawyer at Corvallis, and George L. Johnson, would carry at that rate.

On the 29th of December, 1860, there being then no law under which a corporation could be established in Oregon—the proprietors of the Union Transportation Line procured from the Washington Territory Legislature an act incorporating J. C. Ainsworth, D. F. Bradford, S. G. Reed, R. R. Thompson and their associates under the name and style of the Oregon Steam Navigation Company. R. R. Thompson and Lawrence Coe, who then first became interested with the other parties, had built a small steamboat called the *Col. Wright*, above The Dalles, which went into the line and made up their shares of the capital stock. This was the second boat they had built at that point. The first, when partially completed, was carried over the falls and down the river in high water. There the hull was sold, fitted up and taken to Frazer river on the breaking out of the gold mine excitement in British Columbia, and much to the credit of its builders, made the highest point ever reached by a steamboat on that river.

The Oregon Steam Navigation Company, or O. S. N. Co., as it has been more generally called and known since organized under the act, J. C. Ainsworth was the first president, and with the exception of a single year, when J. C. Ruckel held the position, has been its president ever since. Its principal office was located at Vancouver, and its property formed no inconsiderable addition to the taxable property of Washington Territory. It might have remained there until this time, had it received fair treatment. But the citizens thought they had the goose that laid

the golden egg, and they killed it. By unfriendly legislation and unjust taxation, the company was driven from the Territory, and in October, 1862, it incorporated under the general act of Oregon, where it has ever since existed an Oregon corporation; in fact, as it has always been in ownership and name. Its railroads, steamboats, warehouses, wharf-boats and wharves have all been built and established by the company without public aid except the patronage by the public after they were completed.

All its founders started poor. They have accomplished nothing that has not been equally within the power of others by the exercise of equal foresight, labor and perseverance. They had no exclusive rights. The rivers are wide enough for all the steamers which can be built, and the passes at the Cascades and The Dalles are broad enough for all the railroads that may be found desirable. They are still unoccupied and open to all.

The O. S. N. Co. have diminished the price of carrying freight and passengers, whenever it has established lines from the great cost of transportation of the early times; fares have come down to \$5 between Portland and The Dalles; \$12 to Wallula; \$20 to Lewiston; \$2 to Astoria, and freights have been correspondingly reduced. Wheat and flour were last season brought down from Lewiston for \$8, and from Wallula for \$6 per ton, including handling over the boat lines and two railroads.

Of one thing the citizens of Oregon may well boast. Taking into consideration what has been done by private enterprise alone, there is no young State in the Union where so much in the way of internal improvements has been accomplished in so short a time.

The canal and locks in the Willamette at Oregon City, in the main constructed by private means, have worked wonders for the commerce on that river. Their original cost was nearly half a million dollars. Soon we may hope to see the canal and locks at the Cascades, completed by the United States, which will be of equal value to the commerce upon the Columbia river."

An entire volume might be filled with an account of the early efforts of the O. S. N. and P. T. Co., of their successes, and the adventures of their captains, as Baughman, the Coes, the Grays, Stump, M'Nulty, Snow, Pease and Troupe; and the tales of river and shore that spring up in the aquatic life of every community. But space forbids any such enticing enlargement, and instead we must be content with a list of the steamers which were built by the Peoples' Transportation, or Oregon Steam Navigation Co., or have come into possession of the O. R. & N. Co.—which absorbed both the P. T. and the O. N. Co., under the management of Villard. For this we are indebted to Captain Troupe and Mr. Atwood, of the O. R. & N. Co.

Idaho, side wheeler, 178 tons, built in 1860; *Col. Wright*, stern wheeler, built in 1861; *Tenino*, stern wheeler, built in 1861; *Nez*

Perces Chief, stern wheeler, built in 1863; *Enterprise*, stern wheeler, built in 1863; *Senator*, stern wheeler, built in 1863; *Oneonta*, side wheeler, built in 1863; *John H. Couch*, side wheeler, built in 1863; *Iris*, stern wheeler, built in 1864; *Active*, stern wheeler, built 1865; *Webfoot*, built in 1865; *Alert*, stern wheeler, built in 1865; *Okanagan*, stern wheeler, built in 1866; *Shoshone*, stern wheeler, built in 1866; *Rescue*, *Sprav* and *Lucius*, stern wheelers, built in 1868; *Yakima*, stern wheeler, built in 1869; *Emma Hayward*, stern wheeler, 756 tons, built in 1870; *McMinnville*, stern wheeler, 420 tons, built in 1870; *Dixie Thompson*, stern wheeler, 276 tons, built in 1871; *E. N. Cooke*, stern wheeler, 299 tons, built in 1871; *Daisy Ainsworth*, built in 1872; *New Tenino*, stern wheeler, built in 1872; *Alice*, stern wheeler, 334 tons, built in 1873; *Welcome*, stern wheeler, 250 tons, built in 1874; *Bonita*, stern wheeler, 376 tons, built in 1875; *Orient*, stern wheeler, 429 tons, built in 1875; *Occident*, stern wheeler, 429 tons, built in 1875; *Champion*, stern wheeler, 502 tons, built in 1875; *Almata*, stern wheeler, 395 tons, built in 1876; *S. T. Church*, stern wheeler, 393 tons, built in 1876; *Ocklahoma*, stern wheeler, 394 tons, built in 1876; *Annie Faxon*, stern wheeler, 564 tons, built in 1877; *Wide West*, stern wheeler, 928 tons, built in 1877; *Mountain Queen*, stern wheeler, 500 tons, built in 1877; *Spokane*, stern wheeler, 531 tons, built in 1877; *Bonanza*, stern wheeler, 467 tons, built in 1877; *Northwest*, stern wheeler, 274 tons, built in 1877; *R. A. Thompson*, stern wheeler, 912 tons, built in 1878; *S. G. Reed*, stern wheeler, 607 tons, built in 1878; *Harvest Queen*, stern wheeler, 697 tons, built in 1878; *John Gates*, stern wheeler, 551 tons, built in 1878; *Willamette Chief*, stern wheeler, 523 tons, built in 1878; *D. S. Baker*, stern wheeler, 566 tons, built in 1879; *Hassalo*, stern wheeler, 350 tons, built in 1880; *Olympia*, side wheeler, 1083 tons, built in 1883; *Escort*, tug, built in 1883; *Alaskan*, side wheeler, 1257 tons, built in 1883; *S. J. Potter*, side wheeler, built in 1887; *Sea Home*, side wheeler, built in 1889; *Modoc*, stern wheeler, built in 1889; *Wal-lowa*, tug, built in 1889. Of the *Gov. Grover*, *Owyhee*, *Minnehaha*, *Josie McNear*, *Mountain Buck*, *Cowlitz*, *Belle*, *Eagle*, *Express* and tug *Donald*, owned and operated by the companies named, we have been unable to learn when they were built.

Aside from the O. R. and N. Co., and its predecessors there have always been a few independent steamers on the river, making their head quarters at Portland, such as the *Fannie Troup*, *Salem*, *Manzanillo*, *Traveler*, *Lurline*, *G. W. Shaver*, and local craft. One of the most indefatigable of our independent navigators is Capt. V. B. Scott, with his two *Telephones*, the first of which was destroyed by fire; river racers equal to anything of which the world has record. Another very solid company is that of Joseph Kellogg & Son, having two good steamboats, the *Joseph Kellogg* and *Toledo* and making a specialty of navigation upon small streams, particularly the Cowlitz.

With the exception of a few of the older craft on the Willamette and the new iron ships *Olympian* and *Alaskan*, all the boats named were built in Oregon.

With the opening of the Columbia to British Columbia, our inland navigation will assume a hundred fold greater proportions.

It may be remarked, however, that the Columbia river steamers are a swift and powerful class of vessels; built for actual hard service, and having a certain individuality of their own. Under John Gates many improvements were made, the stern wheel developed to its full power, and the perils of our rapid and great current overcome by the hydraulic steering gear. Some of them have reached the high speed of twenty miles per hour, and all have been able to overcome a ten and twelve mile current. As the most magnificent of swimming animals have been developed in the Columbia, so we may expect the finest swimmers of man's construction to be made on its water.

CHAPTER IX.

RAILROADS.

Portland's Advantages as a Railroad Centre—Early Struggles for a Railroad—Curious Features of the Contest—Labors of Simon E. Elliott, George H. Belden, Col. Charles Belden and Joseph Gaston—First Survey by Barry and Gaston—Report by Col. Barry—Provisions of the First Railroad Bill Passed by the Oregon Legislature and United States Congress—The Importance of Provisions Suggested by Col. W. W. Chapman—Organization of the First Railroad Company in Oregon—Formation of a Rival Company—Contest over the Land Grant—Interesting Ceremonies in Connection with Commencement of Construction of the West Side Road—Progress of the Work—Bitter Warfare Between the two Companies—The Fight Carried into the Courts—The Legal Aspect of the Contest—Advent of Ben Holladay—His Character and Methods—Efforts to Build to the Atlantic States—Labors of Col. Chapman—Henry Villard and the Northern Pacific—The Southern Pacific—Prominent Railroad Managers of Portland—The Narrow Gauge System.

PORTLAND is now well supplied with railway connection, not only with all parts of the Northwest, but with the whole of North America. She is the terminus of three transcontinental lines—the Northern Pacific, by the O. R. & N. and the Oregon Short Line, and the Union Pacific systems, respectively, and of the Southern Pacific by the Oregon and California Railway. She is also a terminus of the Northern Pacific on its own rails across the Cascade mountains and by way of Tacoma and Kalama, and, by the routes on Puget Sound, communicates directly with the Canadian Pacific. The Oregon Pacific, which is pushing out across middle Oregon for a junction in Idaho with still another continental line, although maintaining a terminus at Yaquina Bay, will also seek Portland, making the fifth line from across the mountains that ultimates upon our city as the chief, or at least co-important, objective. The next line from the East will probably come down the north bank of the Columbia, reaching our depots by way of Vancouver.

Aside from these main lines, our city is also served by a number of local roads. Standing first among these is the Oregon Central, to Corvallis, on the west side of the Willamette, operating a line ninety-seven miles in length. A still greater mileage is run by the Oregonian Railway Company's lines, the Portland and Willamette Valley Road,

the extension of the narrow guage system, on each side of the Willamette—to Sheridan and Airlie on the west and Coburg on the east. Another extensive line is in process of construction from Astoria to some point on the Oregon Central—Hillsboro—which, although chiefly for the accommodation of Astoria and the western part of the Willamette Valley, will connect a large region with Portland and open it up to the enterprise of her merchants. There is talk of constructing a line from Hunter's Point, opposite Kalama, to Astoria, thereby furnishing a road, to the mouth of the river, paralleling the Columbia and making passage more expeditious for summer travelers to the ocean beaches.

Of strictly local lines, *i. e.*, of lines less than twenty miles in length and aiming to do only local business, chiefly passenger traffic for the benefit of the suburbs, there are four lines in active operation—to Vancouver, to St. John's, to Mt. Tabor and the Hawthorne Avenue line, also terminating at Mt. Tabor, and the cable line to Portland Heights. At least three others are in process of construction—to Oregon City, the Waverly-Woodstock line and the line to West Portland. Several other lines are projected, as that to Marquam's Hill and a line around the hills on the northwest of the city. Some of these will doubtless develop into longer lines—as the Hawthorne Avenue road, a standard guage, which is popularly expected to be pushed out to the Sandy river and to Mt. Hood.

From this glance it will be seen that of all roads built and extending beyond the city limits, so as not to be enumerated with the street car lines, there are eight; there are building four, not including the Astoria road, which will enter by the Oregon Central; and two or three more are on the tapis. This list shows prodigious railroad activity, and the fact that all the lines are well sustained and do a paying business shows the dimensions of our freight and passenger traffic. The eagerness for further construction, and the large prices paid for privileges in the city, indicate that even our present extensive system is not complete. It is the purpose of this chapter to give something of the history of the building of these roads and development of transportation by rail.

Turning to the history of railroad construction in Oregon, we find there was very early agitation of the subject. In 1850 a line was projected, and even advertised to be run, from St. Helen's on the Columbia, to Lafayette, in Yamhill county. It was under the patronage of Captains Knighton, Smith, Tappen and Crosby. Of course, it was never begun. General J. J. Stevens, in 1853 and for the years succeeding, wrote voluminously upon railroad connection with the East, and four roads were projected (not all to the East), one being incorporated. In 1854 a charter was granted a road to California, to begin at a point below the falls of the Willamette. In 1857 a company was formed to build a road to Yaquina Bay. None of these were constructed, however, and no rails were laid, except on the portage lines at the Cascades and Dalles, and a tramway at Oregon City, before the days of the Oregon Central.

The development of the railways of Portland is that of the State. There was practically nothing accomplished for our roads outside of Portland, or without Portland men. True, it is not to be forgotten that there was a considerable number of representative men of other sections who entered with lively interest into encouraging railroads, and became identified with the first enterprise. J. S. Smith and I. R. Moores, of Salem; T. R. Cornelius, of Washington County; Robert Kinney, of Yamhill; and General Joel Palmer, of the same; Colonel J. W. Nesmith, of Polk; Judge F. A. Chenoweth, of Benton; Stukeley Ellsworth and B. J. Pengra, of Lane, and Jesse Applegate, of Douglas, were among this number. Other names might be added. They were active in interesting the people of their several localities in the construction of railroads and without their aid difficulties would have multiplied. The very first movements toward a road—in 1863—moreover, came from California, with Elliott and Barry. The most radical and active mover was first a citizen of Jacksonville, in Southern Oregon. Quite a considerable portion of the first impetus came from the desire to have direct communication with San Francisco, so that the people of Southern Oregon and the upper Willamette Valley need not be obliged to make a circuitous route through Portland, or sell and buy in her market and pay tolls on passing up and down the lower Columbia and Willamette. The

Californians first agitating the project certainly had no aim other than to extend the tributary region of San Francisco. But with all this in view it still remains the fact that it was upon Portland that all the railway activity centered and she proved to be the only point from which to operate successfully. We are therefore justified in speaking of the railway development of Portland as that of the State, and dating the nativity of her lines from the first efforts in 1863. Whoever accomplished much in the business had to become Portlanders.

The story of our first railroads is interesting, romantic and dramatic. One is astonished at the intense earnestness, the violent contentions, the lurid combats, the savagery, the cunning, the bluster and the ludicrous or pathetic denouements. There are situations of the most amazing oddity; old and hitherto most amiable and dignified citizens of our State finding themselves perked in hyperbolical inversion before a gaping and mystified public, who were in doubt whether to break into a guffaw or to look with feigned nonchalance upon what they supposed must be a new era in morals introduced with a railroad age. What with plethoric promises of lands quadrupled in value, of produce doubled, and visions of the wealth of Aladin, and an inner feeling of the heart that the old order of toil and honesty was somehow to be superceded by an age of gigantic speculations in which wealth by the millions was to be created by corporate fiat, and the fundamental rules of arithmetic and of ancient law were to be transmitted into something easier if not better, our railroad building introduced a time at once amusing and pathetic, as well as pecuniarily progressive. The former phase of the subject must, however, be left to the student of human nature, or to the homilist. Like all great changes in the habits and outlook of the people, it was accompanied by an excitation of much ambition, rivalry, passion, and at length a general cloud burst of indignation and censure; but worked its way through to a beneficent result.

To begin with a somewhat bare account of all this, we find that in 1863 there was a Californian toiling up from the land of gold and droughts, through the valleys of the Sacramento and Shasta, with a surveying party, to run a line for a railroad from the

Sacramento to the Columbia river. This was Simon G. Elliott, of Marysville, who had but recently been listening to the expositions, prophecies and demonstrations of Judah, the first preacher in California of the Pacific railway. In the spring he had been in Eugene City, Oregon, and there interested Mr. George H. Belden, formerly of Portland, in his enterprise, and during the season of '63 the two were running the level, chain and transit from Red Bluff, California, to Jacksonville, in Oregon. There were twelve men in the surveying party, and accompanying it as general superintendent was Colonel Charles Barry, recently from the seat of civil war then raging, having resigned from the army on account of a wound received in the battle of Shiloh. This was purely an autonomous party, without legal father or mother or sponsor capitalists; spying out a railroad path for its own satisfaction, and having no means of subsistence except from contributions on the way. The land, although rugged and but sparsely populated, was sufficient to feed them, and the settlers along the route listened with awe to their stories of iron wheels that were soon to roll in their foot tracks.

In November they went into winter quarters at Jacksonville, Elliott and Belden separating on account of the delicate question of priority of leadership the rest of the way; the former going to San Francisco and the latter coming to Portland. Colonel Barry, however, staid by the party. At Jacksonville was added the most important member to the company. This was Joseph Gaston, Esq., now of Gaston, Washington County, and of Portland, Oregon, and the present editor of the *Pacific Farmer*. He was then editor of the *Jacksonville Times*. Gaston went to work with the enterprise and enthusiasm of an Achilles, and while the baker's dozen of autonomous surveyors were boarding themselves in the old hospital at Jacksonville, went about collecting means to enable them to continue the work the next summer. He was successful, and in May following, level, transit and chain were again set in motion. In September, Barry's party was at Portland, having made measurements and memoranda the whole distance from Red Bluff, California, to the public levee in our city, on which they were camped. The people on the way had been startled into life by the apparition, and the State groaning like

the rest of the Union under the evils of the great war, and not yet well knowing whether there was still a nation, was aroused by this practical exhibition of faith in the future of the country and determination to be ready for the great national development just so soon as the Union was once more compacted.

Colonel Barry prepared a report of thirty-three pages, addressed to the "Directors of the California and Columbia River Railway Company;" not, however, designating the members of this company by name. His pamphlet discussed the subject of routes, and summarized the findings of the surveyors. As illustrating by what means bills were paid at this stage of the work, it may be mentioned that the pamphlet was published from the office of the *Salem Statesman*, and the work paid for by editorial services on the paper by Mr. Joseph Gaston.

Being in reality an address to the people of Oregon, it was admirably framed to excite interest in a general movement toward opening the State by rapid transit. As to routes, Colonel Barry reported that there were two from Jacksonville across the Umpqua mountains; one by Grave Creek, a rugged and difficult region, with a grade of 100 feet per mile; and a second by Trail Creek, which he had only partially examined, but thought would prove better. Through the Umpqua Valley he reported an easy way between the multitude of hills, with grade not exceeding eighty feet. He preferred the Applegate Pass of the Calipooiahs to that by Pass Creek, and spoke with enthusiasm of the facility of construction down the Willamette Valley. To reach the Columbia river, he preferred a route to the Scappoose Mountains and through them by the Cornelius Pass to St. Helens, but recognized the advantage of making Portland the terminus. He named the passes of the Portland hills available as at the falls of the Willamette, by Sucker Lake and Oswego, and by the Cornelius Pass below the city. He also spoke of the impossibility of accommodating the whole of the Willamette Valley by one road. By pretty careful and just estimates, he set the total cost of constructing the entire line at \$30,000,000, and the net annual earnings of the road from Marysville to the Columbia at \$5,600,000. The report was flattering, presented in a pleasing form, and had a remarkable

air of ease and assurance. He accorded especial praise to Mr. Gaston for valuable assistance and possession of scientific attainments and thorough knowledge of railroad enterprises. Accompanying this report was a description—prepared by Mr. Gaston—of the region traversed, and of Oregon in general. It was the first of the kind ever attempted—exact and concise.

The next step was to get the subject before the Legislative bodies. It was brought by Mr. Gaston in 1864 to the attention of the Oregon Legislature, and a bill was passed at that session to grant \$250,000 to a company constructing a road from Portland to Eugene; but this sum was so comparatively small as to induce no capitalists to take advantage of the offer. In the same year Colonel Barry went to Washington City and laid the matter before the United States Congress. He was warmly supported by Congressman Cornelius Cole, and General Bidwell, of California, and by the entire Oregon delegation—Senators Williams and Nesmith, and Congressman McBride. A bill was prepared and pushed through the House by Bidwell; by Nesmith, in the Senate. An important provision had already been suggested by Colonel W. W. Chapman, of Portland. When the surveyors first reached Eugene they called a meeting of the citizens to ratify their undertaking. Colonel Chapman happening to be present at Eugene on business, attended their meeting. When a resolution was brought forward to embody the sentiment of those present, he noticed no reference as to the place of beginning to build the road except at Marysville in California, and seeing at once that a road if thus built would draw trade towards San Francisco during its whole process of construction, and might not be at all completed to Portland, he added the provision that the road be begun at the two termini, Portland and Marysville; that the two roads thus constructed should connect near the California border; that they be constructed by two companies, a California and an Oregon, each acting under the laws of their respective States; and that neither should ever discriminate against the other in freights or fares. These provisions were embodied in the bill of Bidwell, which also provided a land grant to the amount of twenty alternate sections, or 12,800 acres per mile, aggregating some 7,000,000 acres, worth about

\$5,000,000 at the time—now worth at least \$30,000,000. Upon completion and equipment of the first twenty miles of road and telegraph line within two years, the land grant co-terminus was to be patented to the railroad companies; the road twenty miles further was to be built each year, and the whole to be completed by 1875.

The point of value in the bill was its land grant. Opposition to the giving of the public domain to corporations had not yet developed, and the subsidy worth \$5,000,000 at the least was sufficient to induce capitalists to lend money on a work costing not more than \$30,000,000. Great stress was laid in arguing for the bill on the fact that the Pacific sea-board was open to the attacks of a foreign enemy, and that to make the Union and Central Pacific railways effective in repelling invasion there should be a rail line parallel to the coast to allow the speedy dispatch of troops to any point threatened. As our relations with Great Britain were not very friendly in 1866, and France and Spain were also held as invidious, this reasoning had weight with eastern statesmen. Bankers seeking investments for the bonds and notes they held of the Government were readily led to look into the merits of such a road as that proposed.

The point of difficulty was to get means to build and equip the first twenty miles. While the matter of \$15,000,000 looked indescribably easy as it rolled off Colonel Barry's facile pen, the matter of securing \$40,000 in Oregon in '68 was a herculean task. The most of the farmers thought they were doing well if they could produce one hundred dollars on demand. Of the financial struggle, however, some account will appear later.

At the time of the passage of the bill by the United States Congress, in 1866, there was a company in California, already in existence, which was designated in the bill as the California and Oregon Railroad Company. But in Oregon no company had as yet been formed. The singular situation was therefore seen of a land grant of some 5,000,000 acres to a company not yet in existence. To meet this difficulty and to secure to Oregon the advantage of having the road built by a company of her own, the bill provided that the grantee of the land in our State should be, "Such company organized under the laws of Oregon as the State shall hereafter

designate." By this provision our State was left to name the association or corporation that should proceed with the work and take the land. Immediate steps were taken to organize the company and on October 6th, 1866, Governor Woods, then the State executive, sent a message to the Legislature notifying them that a company was about to be organized under the General Incorporation Act, to be known as the Oregon Central Railroad Company, "composed of some of the most responsible and energetic business men of the State." He suggested that through this the State avail itself of the liberal grant of land by the general government, and that to secure the construction of the first twenty miles of road the State pass a bill authorizing the payment of interest from the State Treasury on the bonds sufficient to construct the necessary preliminary section.

With this proposed State aid for getting the first section done, a company was provisionally incorporated with the following names: R. R. Thompson, S. G. Reed, J. C. Ainsworth, M. M. Melvin, George L. Woods, F. A. Chenoweth, Joel Palmer, Ed. R. Geary, S. Ellsworth, J. H. Mitchell, H. W. Corbett, B. F. Brown and T. H. Cox. Joseph Gaston was appointed secretary and was authorized to open stock books, and solicit subscriptions. On February 20th, 1867, he published notice of incorporation. He also explained that in consequence of the California parties having chartered the available ships, no iron could be brought out for his operations that year, and that arrangements for an extension of time of building their road had been made with the Oregon delegation at Washington. Stock, he said, would be solicited so soon as positive assurances were received from Eastern capitalists of investment in the securities of the company, and as soon as one-half had been subscribed a meeting would be held to elect directors according to law. This notice was generally published in the papers, and almost universally favorably commented upon.

The company was formally incorporated November 21, 1866, with the following names: J. S. Smith, J. H. Mitchell, E. D. Shattuck, Jesse Applegate, Joel Palmer, H. W. Corbett, M. M. Melvin, I. R. Moores, F. A. Chenoweth, George L. Woods, R. R. Thompson, J. C. Ainsworth, S. G. Reed, John McCracken, C. H. Lewis, B. F.

Brown, T. H. Cox and J. Gaston. In order to get the benefit of the Land Grant of Congress, it filed its assent to the terms of the act before July 25, 1867, as provided, and was recognized as the rightful recipient of this grant, conformably to conditions, by the acting Secretary of the Interior, W. T. Otto.

After getting thus far in its way, vigorous measures were taken to obtain subscriptions of stock. The State passed a bill to pay interest on \$10,000 per mile of the first hundred miles of the road built, contingent upon the completion of twenty miles. The city of Portland agreed to pay interest on \$250,000 bonds for twenty years upon conditions as to building, etc. Washington county, likewise, would pay interest on \$50,000; Yamhill was expecting to pay on \$75,000. Private subscriptions aggregating above \$25,000 in money were received, and a much greater value was donated in the shape of land from farmers and others. Values to nearly half a million dollars were thus accumulated—not, of course, available to that amount on forced sale, but substantially so in permanent possession. The route was fixed to run from Portland to Eugene on the west side of the Willamette river, passing through Washington, Yamhill, Polk and Benton Counties.

While the road was thus pushing along with determination there appeared the shadow, or double, or, as it afterwards turned out, the antagonist of the Oregon Central Railroad. This was the Oregon Central Railroad No. 2. A formidable rival of the first, it was a company organized under the same name and claiming to be the true Oregon Central Railroad, and therefore entitled to the Land Grant from the Government. It differed from the first in working for a road on the east side of the Willamette river and in the composition of its members. It may not be worth our while to give here all the particulars of the split and division in the original corporation which resulted in the formation of two companies. It is easy enough, however, to see the leading motive. There were two sides to the Willamette Valley, and each side desired a railway, and to have it must get all the State and national aid obtainable. It was a matter of course that the moment that the road was fixed for one side (Gaston having decided to locate on the side raising the largest

subsidy), there would be an attempt to divert it to the other. It was deemed idle to expect the State or Nation to grant substantial aid for building on both sides, and hence the quarrel began for the privileges. The company as originally incorporated embraced men on both sides of the river, but when the route was fixed for the west side—in truth, generally conformably to Barry's survey—members of the east side or those favoring it preferred to form another organization to be under their own control. The incorporators of this company—the East Side as it was popularly known—were John H. Moores, J. S. Smith, George L. Woods, E. N. Cooke, S. Ellsworth, I. R. Moores and Samuel A. Clark. It was incorporated April 22, 1867. Its first board of directors were George L. Woods, E. N. Cooke, J. H. Douthitt, I. R. Moores, T. McF. Patton, J. H. Moores, Jacob Conser, A. L. Lovejoy, F. A. Chenoweth, S. Ellsworth, S. F. Chadwick, John F. Miller, John E. Ross, J. H. D. Henderson, A. F. Hedges, S. B. Parrish and Green B. Smith. J. H. Moores was president and S. A. Clarke, secretary.

It may very well be supposed that the two rival companies thus formed, each aiming to secure a land grant worth \$5,000,000 and to build a road which should not only bring millions of money to its constructors, but be a great and famous achievement and bring benefit to the whole State, and particularly to those portions traversed, began to fight each other to the death. It was war to the knife, and the knife to the hilt. The spirit of the combatants was most earnest and serious, while some of the attending circumstances were very diverting. Before the people, the west side road was able to stand on the defensive and as within the forms and requirements of law. It also maintained the position of financial integrity, and carefully eschewed and stigmatized any "wildcat" schemes. It was for the most part favored by Portland, which, being situated upon the west side of the river, rather feared the east side arrangement, as, if not actually building up a rival upon the opposite shore, at least withdrawing value from the property in the city. She was then a place of less than ten thousand people, and the injury of having the seat of value even a mile from her principal streets was thought to be considerable. Those living upon the original square mile looked with distrust and

opposition even upon "Couch's Portland," and spoke freely against the inconvenience of walking a mile to the depot—let alone a voyage across the river to Wheeler's farm, in the woods. Washington county, always warmly attached to Portland, and enjoying many favors from her close proximity, raged against the idea of being left without a road while Congressional aid was extended for a track through Clackamas and Marion. There was also much said about the inutility and the general impropriety of a dog's having two tails—the Willamette river being averred to be good enough for the east-siders, upon whose bank their road was to be built. A broader view was expressed by some, as the *Oregonian*, which, seeing that a valley fifty miles wide could not and never would be accommodated by one railway, expressed a desire that both lines be built, speaking as follows: "We must not be understood in any way as taking sides in the controversy or supposed rivalry between the east and west side lines. We want both roads built, and the people want them, and from the fact that there is as much need of the one as the other, we prefer to think there is or should be no rivalry between them." (May 26, 1868).

Such pacific counsels had, of course, no influence in disposing of the real difficulty, and so long as the existence of each company depended upon getting the grant of land, and each company was using every possible form of address to fulfill the conditions, the dispute had to be carried to a conclusion—either one or the other getting the prize.

During 1867 surveys were projected on both sides. A board of directors was chosen for the west side road May 24th, composed of Captain J. C. Ainsworth, Thomas R. Cornelius, Wm. T. Newby, J. B. Underwood and Joseph Gaston, of which Mr. Gaston was elected president and W. C. Whitson secretary. Mr. Hart was secured as superintendent of construction. Financial arrangements were busily canvassed, but there was no ground broken that year.

The spring of 1868 was bright and fair, and April blessed with the usual showers. The 15th day of that month was a jubilee in our little "clucking-hen of a city," as someone called it about that time, for the first shovelful of railroad earth was to be thrown that

day. The scene of the first labors was at the then head of Fourth street, in Caruther's addition. Hither in the morning of the 15th repaired the board of directors of the Oregon Central Railroad (west side), the contractors, Messrs. Davis, Thornton & Co., and a very large and enthusiastic assemblage of citizens. At half past eleven the ceremonies began. Mr. Gaston, the president of the board, made a speech, embodying the history of the company and a statement of its franchises and finances. He outlined the general policy of the company to be to obtain enough in the way of subscriptions within the State to build the first twenty miles, and secure the government land, and upon this, and the completed work, to get loans of outside capital. He said that it was confidently believed that by the time subscription lists were closed in Portland—having referred to municipal, county and State subsidies, and to gifts of real estate by farmers and others—the required sum for the first twenty miles would be in hand. Hiram Smith, of Portland, was loudly cheered for being the first to pay his subscription of \$1,000.

Concluding his speech in the hope "that the work now to be formally inaugurated shall, in its completion, be made the servant and promoter of years of future growth, prosperity and wealth until here, upon the banks of the beautiful Willamette shall arise a city, holding the keys and being the gateway of, and hand-maid to, the commerce between the Atlantic and the Indies, shall rival Venice in its adornment and Constantinople in its wealth," the president of the company descended to the spot where shovel and barrow were in readiness, and amid much cheering dug the first earth.

Colonel W. W. Chapman followed in a speech, setting forth the value of the road to induce immigration, and the effect it would have to stimulate the building of a branch of the Union Pacific to Portland. The financial basis he considered exceptionally good, footing up to about two and a quarter million dollars, while the cost of construction to Eugene would not exceed two millions. He spoke with great approval of the policy of the company to employ only white men—or, at least, no Chinese—as laborers, believing that the laboring population ought to be of a permanent character, with interests common to the rest of the people. Ex-Governor A. C.

Gibbs continued the speech-making, alluding to the rise in the value of land from \$2.50 an acre to \$50 under railway influence; and to the immense export of wheat that Oregon would soon arrive at.

With the close of this address, the shower that had been falling passed over, the sun beamed out warm and the crowd moved to the grounds and began a frolic of digging, pitching and wheeling. A lady, the wife of Judge David Lewis, an engineer of the road, was among the first to lift a shovelful, and all present were eager to be at least able to say that they personally had a part in breaking the first ground. As the afternoon waned the crowd dispersed, and the workmen began with regular steady stroke and heave to move the yellow brown loess.

It was through a chequered career that the advancement thus begun continued to come on.

The East side road was ready to break ground two days later. A clipping from a Portland daily paper gives the following account of the event:

Thursday, April 16th, 1868, was a gala day in the history of Oregon, for it witnessed the practical inauguration of the work of the construction of a railway through the great Willamette Valley. The occasion was the formal breaking of the ground for the east side railroad, and the important event was celebrated in a befitting manner. The place selected for commencing work was an open field about three-quarters of a mile from the Stark street ferry landing, at East Portland, and about 500 yards from the east bank of the Willamette river. The spot where the sod was first disturbed was not far from where the old asylum for the insane then stood.

In honor of the event, flags were flying from every available flag staff in Portland. A procession was formed in the city and marched to the spot selected, where ground was to be broken. This procession was preceded by the Aurora brass band. The first division consisted of the Washington and Fenian Guards, the mayor and members of the council of Portland, the chaplain, orator of the day, the president and directors of the Oregon Central Railroad Company, the chief engineer and corps of employees. In this division was borne the shovel to be presented by Samuel M. Smith to the president of the road, and to be used in breaking the ground. The second and third divisions consisted of the fire departments of Portland and Vancouver, and citizens on horse back, in carriages and on foot. Prior to the arrival of the procession an immense crowd had assembled at the grounds to witness the ceremonies.

The assemblage, numbering not less than 5000, was called to order by Dr. A. M. Loryea; Rev. A. F. Waller, the chaplain, then offered prayer. The shovel mentioned was then formally presented to the president of the road, Col. I. R. Moores. The shovel bore on it a beautiful silver plate attached to the front of the handle, with the

following engraved inscription: 'Presented by Sam M. Smith to the Oregon Central Railroad, Portland, April 16, 1868. Ground broken with this shovel for the first railroad in Oregon.' The presentation speech was made at some length by John H. Mitchell and fittingly responded to by Col. I. R. Moores.

At the conclusion of the address and response President Moores then descended from the platform with the shovel in his hand. He proceeded to the center of the square, where was driven the "first stake," and threw out the first sod in the construction of the Oregon Central railroad. This was accomplished amid the loud acclamations of the multitude. The breaking of the ground was followed by three rousing cheers for the road, for the directors and contractors, during which the band discoursed "Hail Columbia." After this, all the laborers, at a given signal, fell to the work of grading. The remainder of the ceremonies consisted of addresses by Judge W. W. Upton and Hon. J. N. Dolph. Short addresses were also made in conclusion by J. H. Reed, Joel Palmer and others.

Work was pushed on both sides all the spring and summer, and by the middle of September the west side had the main grading along the face of the mountains finished some three miles out from the city. This road was very much in the nature of a work by the people, and to incite them to effort the President made to them extensive appeals through the newspapers. In his report of May 25th 1868, officially to the Board of Directors, really to the people of the State, he reached a remarkably fine strain, reminding one of a military appeal, and well calculated to awaken enthusiasm. He says "Oregon has not yet done all that it may easily do to aid this great work, and especially those along the line who are most benefitted by the road. Every man can help some. Let every man do so and failure will be utterly impossible. Laborers must be fed and the farmers along the line can contribute flour, bacon, vegetables and all the necessities of life, when they have no cash to spare; and this they would not feel. Teams must be supplied and supported; horses and their provender are everywhere abundant; let them be freely supplied and the work will not lag. The right of way ought to be cheerfully donated in every case. Cross ties can be easily furnished by people along the line, each furnishing a few, and taking their pay in stock or lands. In this way let a railroad spirit be aroused and stirred up to a deeper depth, and the railroad will be eminently the people's, and an Oregon enterprise, and will be pushed rapidly up the Willamette, through the Calapooiahs on to Rogue River and spreading its iron arms out on either side, will infuse new life into

the whole country; make your wheat of uniform current value from Jacksonville to Portland, take out every brush, reconstruct every farm, quadruple its value, erect comfortable houses everywhere, give the farmer the full value of his labor and produce at his own door, create new towns and cities, and finally supply and serve the wants of a million of people, prosperous and happy in the enjoyment of one of the most favored spots and climes beneath the sun."

The east side road being of a less popular character, and looking more to acquisition of capital, and use of modern railroad methods, was already seeking for an alliance with some capitalist ready to run their road through. They seemed to have had a wholesome distrust of popular enthusiasm in matters financial, and to count but little upon supplies or money raised in tidbits, and dependent for its cheerful delivery upon a large variety of people, many of whom were likely to be miffed or chilled by reason of the most trivial or personal circumstances. They knew that promises to the people in order to be at all impressive or productive of results, must be highly colored or even extravagant; and such promises, before fulfilled must inevitably seem to many exaggerated and perhaps spurious, and even in the fulfillment would to many of sanguinary temperament seem to fall far short of their intent. They preferred to rely upon a railroad king, who, even if he ate up some of his subjects, would at least see that he got back interest upon his investments by carrying his work through to completion and would have his financial stakes well set, and thereby assure a road. With the generous and frank methods of the west side road it is impossible not to sympathize, at the same time doubting the efficiency of their plan to interest the people in their work enough to be anything like a reliable aid. The more calculating, less open, and extraordinary measures of the east side company commend themselves much less to our approbation, but nevertheless took account of some things not provided for in the other. It may seem a useless thing to revive the story of old struggles, especially as both sides got their road and things are now serene. But there are certain obligations on the historian to explain how things have come to be as they are, and hence we give the thread of the story. It is no part of our work to award praise or

blame. Errors are always to be set down as evil, and unscrupulousness is to be reprobated wherever or by whomsoever practiced. In this case, however, the reader is to sit as judge. Both companies wanted a road, and took the shortest cut to get it.

S. G. Elliott, the original engineer, came up and took charge of the working measures and forces of the east side. He was understood to represent a large amount of capital, and through him and others, Mr. N. P. Perine and Mr. James P. Flint of San Francisco, arrangements were made with a certain "A. J. Cook & Co." to construct one hundred and fifty miles of the road. Said Cook was declared to be immensely rich and fully able to carry the work through. In a circular issued by the company it was stated that the capital stock was \$7,250,000, which was the represented cost of construction. The actual cost of the road would, however, be but \$5,250,000—at \$35,000 per mile. This latter was to be known as common stock, and was to be sold at ten cents on the dollar, bringing in something over \$3,000, to be applied upon every mile. The other ninety per cent. was to be raised by a mortgage. Anyone buying a share was to pay \$10 and receive a share marked \$100, but designated as unassessable and not to be subject to any further demands for payment. It was charged by the other party that the \$2,000,000 of unassessable preferred stock—the difference between the \$7,250,000, or the represented cost, and the \$5,250,000, or the actual cost—was for gratuitous distribution among the directors of the company and to buy the favor of prominent men in the State. In a manner as a confirmation of this charge, the statement of Col. J. W. Nesmith, that he had been offered, but refused, \$50,000 stock to become a director of the east side road and to deliver the speech at the breaking of ground, was widely circulated. A letter from James P. Flint, from San Francisco, to N. P. Perine, with reference to his mission to Oregon, advising the liberal use of stock, common rather than preferred, to secure the good will and co-operation of influential men, was afterwards made public. It was further said that of the whole stock but \$700 had been subscribed by actual signature of responsible men; that the rest had been subscribed by the company to itself, and the incorporators had expressly disavowed any further liability than

of the seven original shares. The organization of the company, by which they had elected their president and directors, was said to be contrary to the State statute, which provided that half of the capital stock must be subscribed before the officers were elected.

A spirited public contest began almost from the first between the two companies, each making copious use of the newspaper press, and warning the people of the other. The president of the west side road issued circulars not only in our State, but throughout the East, declaring that the Oregon Central Railroad, whose principal office was at Portland, was the only true Oregon Central Railroad; that the other, doing business from Salem, was a sham and fraud; that they had no legitimate existence, no substantial bottom, no claim to public lands or franchises of any kind. He asserted that A. J. Cook & Co. was a myth; that their methods were fraudulent, their representations false, and their bonds worthless, except as made good by subscriptions of innocent and unsuspicious parties who took the ten per cent. unassessable stock, and might be compelled to pay one hundred per cent. to redeem their promises according to statute. His statements were curt and positive and in the East broke up a loan that Elliott was contracting.

The east side replied by denouncing him as one whose irregular methods had disintegrated the first company and made necessary the formation of a new. They said that he had been originally invested with power by them to form and incorporate a company, but he abused his trust by enlarging the number of incorporators without their knowledge, and making a secret agreement with a certain portion, principally those additionally obtained by him, to divide among themselves the profits of the road, to the injury of the others; and, worst of all, that he failed to file with the Secretary of State and the clerk of Multnomah county the records of incorporation in time for the State legislature to legally designate the company as the one entitled to the donation of government land, as provided by the United States congressional bill. They also said that in this last particular he had deceived the other incorporators and the State legislature, having affirmed that he had filed the articles.

To these personal charges Mr. Gaston at first gave little attention, preferring to continue his warnings against the rival company and his analysis of their financial standing; but when it became necessary to explain the matter before Congress, he was able to show by the affidavit of the clerk of Multnomah county and by statement of the Secretary of State that he had actually presented for filing the articles of incorporation on October 6th, 1866, and such was recognized in pencil on the articles; but upon his desire to retain them for a time to get additional names attached to them, he was permitted to do so, and they had eventually been filed formally on a date more than a month later and after the legislature had adjourned. The assertion that he had delayed filing the articles for the sake of working up a secret scheme hostile to the interests of the company, was thereby shown to have been at least misapprehended.

On the part of those who left the first company and organized a second, it may be very fairly said that looking as they did in the office of the Secretary of State for the articles in order to be sure that they were there, and finding no account of them—the Secretary having forgotten the circumstances of their withdrawal after their presentation—they might well have felt solicitous and looked with suspicion upon agreements that they had heard were going on without their knowledge in Portland. Thus the whole disruption and contest arose in a measure from a clerical error and a misunderstanding. This at least, gave a certain edge and bitterness to the controversy that would have been absent from a mere question of rivalry or pecuniary interests; for gentlemen of each party felt that their personal integrity was assailed.

The sharp and wordy battle in public print was speedily carried to the court room. After making public statements of the fraudulent character of their rivals, complaint was made on the part of the West side road and suit was brought in the Circuit Court for Multnomah county, through the prosecuting attorney of the Fourth Judicial District, to dissolve the East side company, and forbid their using the name Oregon Central Railroad on the ground that their organization had not been made in accordance with Statute—only \$700 of the \$7,250,000 having been subscribed when the Board of Directors was

first chosen; and that it was a public fraud and statutory illegality to put unassessable stock on the market. Suit was begun also in the Circuit Court for Marion county, May 1st, 1868, on the same ground to the same purpose.

In the United States District Court at Portland suit was brought by James B. Newby, of California, to dissolve the East side company and forbid the use of their name O. C. R. R. Co., on the ground that his stock in the West side road was depreciated in value by the fraudulent use of the corporate name of the company whose stock he held. Another case was brought up from Clackamas county, relative to right of way, in which the same assertions were made as to the invalidity of the East side organization.

On the other hand, in April, 1868, the East side company brought suit through the prosecuting attorney of the Fourth Judicial District to dissolve the West side company on the ground of a secret fraudulent agreement between certain of its incorporators, and of many other irregularities; but withdrew it before a decision was reached.

These cases worked their way very slowly across demurrers and other legal obstructions from court to court, producing little but expensive litigation, retarding the sale of lands, wasting force and means, and impairing public confidence. A decision dampening the West side company was reached in the United States District Court about this time, that the City of Portland was barred by the clause in its charter limiting the indebtedness of the city to \$50,000, from paying the interest on \$250,000 for twenty years on the West side bonds, since this created a debt of more than \$300,000. It does not appear that this suit, which was brought in the name of a citizen of California who owned taxable property in Portland, was instigated by the East side company, yet it may be imagined that it was; and at all events, it had the effect of a great victory for them, and a great defeat for the West side, since it knocked a quarter of a million dollars security upon which they were greatly relying, from under their feet.

In the meantime work of grading from East Portland to Pudding River was energetically prosecuted, the heavy grading, and certain

spots denied right of way being omitted for the time. The representations of Elliott as to a contract with A. J. Cook and Company, were found to be no longer serviceable. Dr. A. M. Loryea, of East Portland, a bluff, gnarled oak sort of a man, naturally opposite to fine work, then Vice President of the company on his side the river, was allowed to go east on a fruitless search for the contractors, finding them neither east nor west, and in no way a connection of Jay Cook & Co., as they had become to be considered by the public. The blind had, however, allowed time for the completion of arrangements with Ben Holladay, of California, (if not at first prepared by him in order to keep the name and machinery of the east side company in the hands of Oregonians until the land grant should be declared theirs, or to keep up so hot a fight against the West Side as to kill it, or to compel it to sell its franchises at a nominal price to its rivals); and in 1868, Holladay's money began to flow into the exchequer and to energize the work of construction.

As Holladay came here as a railroad king, and for about ten years carried all public matters with a high hand, becoming autocrat of all lines of transportation and well nigh political dictator and transforming the visage of the country not only, but inaugurating a new system of politics and of public proceeding generally, it will be in place here to indicate something of his aims, methods, and previous history. He was one of the marked men of the age, of keen foresight, and an ambition and self-confidence that hesitated not to seize every opportunity of self-promotion. He belonged to the second order of potentates who have sprung up in America. Our system of government holds public servants to so rigid an account, and the public press so scrutinizes their actions, that it is not the office holder who wields the power. He is hampered by constitutional restrictions, and public espionage, and by party pledges so that his work even in the legislative hall or the executive chair, becomes little more than perfunctory, or that of a factor. But behind his sphere, clothed with unlimited power, which laws have been unable to specify or courts to define, is the money king. It is popularly believed that his power is actually unlimited, except by his own mistakes, by the opposition of rivals, or by the integrity of influential

men who will not be bought. But these restrictions upon his autocracy—like that of assassination as to the limit of the Czar's absolutism—he of course refuses to recognize.

At the close of the war great opportunities were offered by the financial situation for immense speculations. That great conflict, in which men were organized and massed by the hundreds of thousands, and money was moved by the millions, had taught the country how to operate on a large scale. A spirit of daring and recklessness was also fostered. Those accustomed to risk their lives, or to see platoons of men hurled to death before long rows of cannons and bayonets, felt no hesitancy in risking so tame a thing as money, by the million dollars. A new confidence in the nation sprung up, and, as a sort of reaction from the moral strain, an intense eagerness for material advancement took possession. Money, as a power to control human action, was valued as never before, and, as is usual with new endeavors, was invested with a potency far beyond its real limit. Men of ambition, instead of following in the steps of Clay or Webster, and aiming to mould events by argument and eloquence, figured themselves as at the fountain head of the stream of gold, and by its flowing creating and transforming. It was towards railroading that the most brilliant conceptions were turned, and the West was to be the theatre of the vastest schemes. A patriotic and humanitarian feeling was mingled with these ambitious ideas, since the loyal part of the nation saw the advantage of bringing out of the wilderness States loyal to the government which had just emerged from an almost fatal struggle with secession, and setting the nation upon a granite foundation. Furthermore, the idea of renovating and populating the earth, as in old migrations, but by new improved methods of civilization, became once more fascinating to men of reflection.

Holladay was a Kentuckian by birth, had grown up in the West, had learned every foot of country between St. Louis and San Francisco upon his pony express, had breathed the California spirit of gold and adventure, and imbibed the western idea of the immensity of the future of the Pacific shores. Not exactly a disciple of Bishop Berkeley, he had, nevertheless, a practical notion that the star of empire was about nearing its zenith over the Golden Gate, and was

as quick as anyone to see the opportunities for dominion as the national government was once more restored. He had had practical opportunity to see the workings of a railroad era in the Central and Union Pacific, and as by these roads his mail contracts were suspended, he very naturally turned elsewhere for a field. He had kept careful watch of the great line that had been projected into Oregon, and, keeping fully up with the operations of the companies managing it, he bided his time to seize their work when the best chance came. As an American, he was not devoid of ideality. He had in mind the development of a new empire. The pyrotechnic editorial flashes in all the papers about the seat of population being soon transferred to the strip of country between the Rockies and the Pacific were more or less present to his mind. He thought out some scheme of colonization. He was, nevertheless, a man whose selfishness dominated all else, and his practical incentive was to use the power of wealth to control a State, and perhaps a much larger area, in his own name. He showed no love for Oregon, or for the people of Oregon, but no other field was so inviting, or so well within his means.

From his subsequent actions, it may well be doubted whether his purposes were absolutely clear to himself, or that he followed them unswervingly. If his aim was simply to build a railroad, he might have done it with less trouble and expense, and for far greater returns. If his idea was to make himself the autocrat of the State, to own legislatures and United States senators, and perhaps to extend his operations over adjoining Territories and control transcontinental lines, he never followed it with consistency. Upon rigid examination we apprehend that he would be found a man of strong intentions, but of unstable will, of deep schemes, but of feeble convictions, of large aims, but incapable of sustained endeavor or sacrifice, and subject to passion and prejudice. It may also be said that, although in the strength of manhood when he came to our State, an excessive luxury of life and diet broke his vigor long before he reached old age.

As a working scheme of morality, he let nothing stand in way of his aims, recognizing no right except the shortest way to his object. He had one, and but one, means of attaining his end and that was

the use of his money. To buy an attorney, a judge, a city, a legislature, public opinion, was all one to him. He made no appeals to the people, neither addressing them on the side of self interest or generosity. Upon occasion he published a message something after the style of a manifesto or edict. The public knew nothing of him except that he was a nabob living in unapproachable magnificence, and was at the head of all that was going. He paid his agents and let them work their way, allowing them to use profanity or religion to reach the object that he named. This was the man that appeared in his true form above the stormy rail road horizon of Oregon in 1868. J. H. Mitchell, one of the first incorporators of the original Oregon Central Railroad Company, but also an incorporator of the second, or East Side Co., and their attorney, rendered very efficient service to Mr. Holladay.

Two general objects were now before this company; one to keep suits in court as long as possible in order to prevent decision upon the mooted points—since while the cases were in court the two companies seemed to, and did, stand upon the same legal ground, and neither one nor the other had the right to assume that it was the true and only company; and, in the meantime, to get an act through the Oregon Legislature, designating their company as the one to receive the grant of the United States land. They also expected to push legislation through Congress.

Upon the assembling of the Legislature at Salem in 1868, a bill was brought to thus designate this company and invest it with authority to receive the land. This was an audacious move, since in the session of 1866, two years before, the old Oregon Central railroad had been designated, and the company of which Joseph Gaston was president had been duly recognized, and had received from the acting Secretary of the Interior a certificate that its assent to the conditions of the land grant had been officially filed; while the assent of the East Side company—which was now seeking the bill—sent on later was returned without filing for the double reason that the time had expired, and that the other company had fulfilled the condition. But the bill was, nevertheless, introduced, and upon the minority report that there was no Oregon Central Railroad Company of any

kind in existence on October 10, 1866, when the designating bill was passed by the Oregon Legislature, and that such bill was, therefore, mistaken and illegal, and the Secretary of the Interior at Washington City had been misinformed; and also that the West Side road had no more than \$40,000 capital, and that \$2,500,000 stock was held by the president of the company alone. The measure was passed. This was done in opposition to the majority report that in their opinion the previous Legislature had designated a company, had declared it to be in existence, and that its articles had been provisionally filed on October 6th, four days before the original designating bill was passed. To parry the force of this last statement it was contended in the minority report that the company whose articles had been filed October 6th, in pencil, did not appear to be the same as that of November 21st following—which was the genuine West Side Company—since the names of incorporators were changed or appeared with certain additions.

Soon after this J. H. Mitchell went with these resolutions of 1868, favoring the east side company, to Washington City to secure favorable legislation from the United States Congress, taking the dispute to a national arena. He brought to notice of our senators, Corbett and Williams, the state of affairs, and the latter, learning the understanding of the matter by the secretary of the interior, O. H. Browning, to be that there had not been, as yet, a legal company to receive the grant of land—the west side company having failed to incorporate in time, and the east side company having failed to file assent in time—and that therefore without an act to revive the grant the land must lapse, or had lapsed to the government; introduced a bill to allow a year's time from date of passage for any company to file assent. This was opposed by the west side company, who were present at Washington by their president, and by S. G. Reed, as agent, on the ground that it virtually took the decision out of the courts, where it was still pending, and by putting the two companies on the same footing gave the east side a legal hold which it then did not and could not have—since under the former act it was impossible for it to file its assent in accordance with the provision, the time having long since passed by. The west side also complained that, as they

had taken all the first steps to comply with the conditions of the act, forming a company, spending money, and securing an extension of time of building, while the east side was for months doing nothing, and never got around to file an assent in time to hold the grant, they ought not to be put back on a par with a dilatory corporation, which since its formation had been maliciously opposing, hindering and trying to extinguish the only company that had had the address and expedition to save the grant to the State. In Senator Corbett they had a spokesman—Senator Williams also disavowing any hostility to them, and being anxious only to save the land—and the general spirit of the Senate was in their favor; Conkling, Hendricks and Howard speaking pointedly that the equities of the case seemed to be with the west side company, and regarding the proposed bill as prejudicial to them. It was consequently re-committed; but at the next session was brought up, and after some adverse discussion by Corbett was passed. With this legislation the east side company virtually gained its point. Under the bill it became inevitable that the company which was able to complete the first twenty miles of the road within the time specified—by December 25th, 1869—would secure the land, which was the true prize and object of controversy. Both companies pushed forward with work of construction, but both met with delays. S. G. Elliott, on the east side, was found to be either incompetent, or, as asserted by his company, wilfully dilatory. On the west side the contractors, S. G. Reed & Co., who had been the main stay, became disaffected, and in April threw up their contract, leaving the road hopelessly in the lurch; and, as asserted by west side men, furnishing the necessary locomotives and iron for the completion of the rival road. Gaston applied what money was left, and carried the grading to Hillsboro. Elliott was superseded by Kidder, under order of Holladay, and by forced work the twenty miles from East Portland to Parrott Creek was completed December 24th, 1869, just in time. This consummation was appropriately celebrated.

Seeing the impossibility of his company finishing their twenty miles within the time, Mr. Gaston applied all available money, carrying the grading to Hillsboro, and went to Washington in January of 1870, to secure if possible a separate grant of land for

his company. In this he was successful, the grant being on the line from Portland to Astoria, and also to McMinnville. In the same year the old controversy as to which of the two was the rightful owner of the name O. C. Railroad Company, was decided in favor of the West Side, Judge Deady holding that this was the rightful corporation, and the other be estopped from using its designation. The East Side company having gained its government land cared no further for the name, and in March formally dissolved the Oregon Central Co., of Salem, transferring all their franchises and interests to the Oregon and Californian Railroad Company organized but a short time before, of which Holladay became president. By this act the West Side was left to the undisputed use of the name, but this was now a barren possession. Under his new land grant Gaston made arrangements with a Philadelphia Company to build the road, but owing to the dissatisfaction of Portland capitalists upon whom he hitherto relied, he decided to sell his road—the board of directors concurring—to Holladay. This was done in the summer of 1870. The Californian thereby became the master of the entire railroad situation in Oregon. Upon the subscription of \$100,000.00 by the people of Portland, he began building the road, and in 1872 finished forty-eight miles to the Yamhill River at St. Joe.

It is instructive to notice that when the East Side road had gained its end, and found it necessary to dispose of S. G. Elliott, its attorney declared its early acts as to the issuance of unassessable stock illegal; and "A. J. Cook & Co." was then admitted, or asserted to be a myth, or at least but some obscure individual whose name was irresponsibly and fraudulently used by Elliott—thus confirming the charges of their old enemy and rival.

It was a memorable conflict, that conducted by the first rival railroad companies of Oregon; with matter in it for a novelist. It would be rash to intimate that Elliott with all his mythical capitalists was an agent of Holladay all the time, the general opinion being that he was at first acting only for himself, or that the East Side Company knew the extent of his romances, which they used so well to their advantage. It would on the other hand be difficult to believe that Holladay, or the original East Side Company, were actually imposed

upon by representations as to a firm like A. J. Cook & Co., of immense wealth and standing, when any business or banking gazetteer would inform them as to the existence or non existence of such a firm; particularly as Mr. Gaston was constantly asserting in public that this company was all a pretence. To sum up the results, the West Side Company was able to prove its statements as to the irregularities of its opponent, and to come off with the original name; also to get a land grant of their own, and to make fair terms for the building of the road. The East Side Company, beginning almost without legal or legislative footing, killed the opposition of their rivals in court by so prolonging the cases as to make them of no practical injury; but rather as sort of a shield to themselves; and gained State and Congressional Legislation that gave them standing and secured for them the original land grant. Both, however, were swallowed up by the money king.

At this distance of time, it will be impossible for the great mass of the people of Oregon, coming to the State at a later day, in any wise to comprehend the character and extent of the struggle, the almost insuperable difficulties to overcome, in starting these two pioneer railroads. It is easier for Portland to raise \$1,000,000 now for a railroad; than it was \$10,000 in 1868.

After completing his road to Roseburg and St. Joe at a cost of about \$5,000,000, and incurring a debt in Germany of about twice that sum, Holladay found himself unable to pay interest on his bonds. The country was new, the people were unused to travel by rail. Earnings scarcely met expences, and a remark made long before by a Salem gentleman that the railroad would on its first trip carry all the passengers, on its second all the freight of the Willamette Valley, and, on the third would have to pull up the track behind it, seemed not so immeasurably far from realization. Some of the interest as due was met by draughts upon the capital itself. Then the avails of the steamship lines to San Francisco were turned in, but even then there was a deficit. The road was therefore claimed by the bondholders and the rights of Holladay were won.

Efforts for a road to the Atlantic States began with Oregon as well as in the East. In our State there were two who had their own

plans and routes in view, and there happened to be two Surveyor-Generals of the State, W. W. Chapman, who served under appointment of Buchanan, and B. J. Pengra, who served under Lincoln. Chapman was a Portlander, one of the fathers of the place, and although a man of wide sympathies, naturally desired the transcontinental line to terminate at his city. He had passed a life of almost constant political activity in and about legislative halls, having been the first delegate of Iowa to Congress, and from his knowledge of parliamentary tactics was most admirably adapted to lay the foundation of a road. He, of course, only aimed to determine the lines, to secure necessary legislation promised and then interest capitalists. Without large means, he nevertheless applied from his private means enough to make a provisional running of the road, and to send an agent to London to investigate financial conditions. The route of his line he laid by The Dalles, up the Columbia and Snake Rivers, and to connect with the Union Pacific at Salt Lake. About 1869 and '70 was the period of his activity, although for a long time before this he had cherished the plan, and was making preparation. Before Congress he was indefatigable in bringing the claim of his road to notice, but met with very hostile influences. One of them was that of the Northern Pacific, which saw no occasion for a road to the Pacific Northwest other than their own. The contest in Congress narrowed down to a fight between him and them. In this emergency he was left without assistance by even the delegates from his own State, but proved amply able to at least prevent the passage of a bill that would have left Portland without a road. This was the means authorizing the Northern Pacific to construct their road *via* the Valley of the Columbia to Puget Sound, the conditions of which would have been fulfilled by laying the rails on the north side of the river, as was shown to have been preferred by their map filed with the Secretary. By his timely protest the bill was defeated, and although unable to go forward with his own plan the way was left open for the O. R. & N. Co., without hindrance from the Northern Pacific, or any other party. The road, earnestly advocated and agitated by Mr. Pengra, was what was known as the Winnemucca line. It was to extend from some point on the Central Pacific in

Nevada, preferably Winnemucca, to Oregon, and down the Cascade Mountains, by the passes of the Willamette, coming to Eugene City, and thence *via* the West Side road to Portland, and also to Astoria. From this point on the Central Pacific it was no farther to Portland than to San Francisco, and the people of Nevada was very much in favor of the plan, being fully seconded by their Congressman Fitch. The road was defeated, however, by an amendment made in the Senate that instead of coming to Eugene it unite with the Oregon & California in the Rogue River Valley. By this change it was effectually killed, as no company cared to build a road which must be working to Holladay's line, as this would be.

HENRY VILLARD AND THE NORTHERN PACIFIC.

In July, 1874, Mr. Henry Villard made his first visit to Oregon. He was vested with full powers as agent for and to represent the German bondholders. His purpose in coming was to make a careful investigation of the general condition of the roads then built and equipped, and to inquire thoroughly into the financial affairs of the Oregon & California Railroad Company. Prior to this Mr. Richard Koehler arrived in Portland as a resident financial agent for the German bondholders. Mr. Koehler reached Portland July 25, 1874. He was installed as agent for the syndicate, the members of which obtained, by previous agreement with Holladay, a supervisory right over the management of the road in reference to operation and construction matters and a representative in the board of directors. Holladay still remained in nominal control of the roads as president; the active and actual management, however, was retained by Villard under the powers and privileges conferred by the bondholders. This condition of affairs continued until April 18, 1876, when Holladay retired altogether from the management of the road. On the following day, April 19, Mr. Villard assumed full control. On the retirement of Holladay the following were the officers of the company: President, H. Villard; vice-president and treasurer, R. Koehler; secretary, A. G. Cunningham. At that time the bondholders bought out Holladay's interest and became the owners of all the stock. At the regular elections following for several years there were no

changes in the officers until April, 1882, at which time A. G. Cunningham retired as secretary and George H. Andrews was elected in his place. Since that date Mr. Andrews has held that position, and, like his predecessor, has proved a most active and efficient officer.

FROM ROSEBURG TO ASHLAND.

During the time Villard represented the German bondholders, 206 miles of the additional road were constructed. This embraced the distance between Roseburg and Ashland (145 miles); the west side road from St. Joe to Corvallis (50 miles); and the short branch line from Albany to Lebanon (11.5 miles). In May, 1881 a reorganization of the affairs of the company was effected by which the original, or Ben Holladay stock, was wiped out, and the old bonds were converted into stocks, and a new mortgage made to provide funds for the extension of the lines. Work on the extension of the road beyond Roseburg was commenced in December, 1881, under the management of Villard, and operations continued with but little interruption until the completion of the road. On the 25th of May, 1883, the road then constructed between Portland and Roseburg was leased to the Oregon & Transcontinental Company for a term of 99 years; and, on the same date, a contract was entered into between the Oregon & Transcontinental Co. and the Oregon & California Railroad Company for the construction of the incompleted portion—through to the California Line. The Oregon & Transcontinental Company constructed the road between Roseburg and a point 100 miles south of Ashland, and had let contracts for, and partially completed the Siskiyou tunnels. The Oregon & Transcontinental Company after consummating the lease, continued to operate the road until June, 20th 1884. But upon the failure of Mr. Villard, the lease and construction contracts were canceled, and the road surrendered to the Oregon & California Railroad Company, and mutual releases between the two companies executed. After this, the Oregon & California Railroad Company continued to operate its roads until December, 1884, when, at the suit of Lawrence Harrison, brought against the corporation, Mr. R. Koehler, the former vice-president

and manager of the company, was appointed receiver. The road has been operated by him ever since his appointment to the receivership, which was made January 19th, 1885. The condition under which Mr. Koehler was appointed was to assume entire personal charge of the property, and to manage and operate the roads under the direction of the United States Court. This trust Mr. Koehler has faithfully and efficiently discharged, and the affairs of the road have been managed with due regard to every consideration of economy, compatible with the demands of the public, and the adequate facilities for general transportation.

May 5th, 1884, the road was completed to Ashland, 145 miles south of Roseburg, and 340.8 miles from Portland, and the event was the occasion for an enthusiastic celebration and of general public congratulations. Work beyond Ashland was discontinued in August, 1884. Between Roseburg and Grant's Pass the natural difficulties of construction were great as compared with most of the distance previously traversed. These obstacles rendered progress necessarily slow, and the building very expensive. For the distance mentioned, the route lay through a mountainous region, necessitating sharp curvatures, and for a length of about thirty-five miles (between Glendale and Grant's Pass) grades as heavy as 116 feet to the mile had to be overcome. For the remainder of the line between Roseburg and Grant's Pass, and also between Grant's Pass and Ashland, the maximum grades do not exceed 52 feet to the mile. Nine tunnels had to be cut in constructing that portion of the line, aggregating about 7,325 feet.

THE SOUTHERN PACIFIC.

The present condition of the road is said to be excellent which speaks well for the general efficiency of the management. Notwithstanding the period of financial embarrassments through which the road has passed, its condition has been gradually improved. New bridges have been built wherever and whenever the safety of the public required; the bed improved, new ties laid, and the road thoroughly ballasted. On the main line between this city and Ashland, only about 100 miles of iron rails remain, steel rails of the

most improved and durable kind having been substituted. New steel rails will be laid for the 100 miles just as rapidly as the material can be procured. Already during the past season about 85 miles of road have been ballasted. At present the rolling stock of the company consists of the following property: 43 locomotives, 26 passenger coaches, 14 mail and express cars, 582 box, flat and stock cars.

Early during the present year a meeting was held in London, the result of which was the transfer of the stock and control of the corporation of the Oregon and California Railroad to the Southern Pacific Company. At that meeting an arrangement was entered into between the first mortgage bondholders of the Oregon and California railroad company, the stockholders of the same corporation, duly authorized representatives of the Pacific Improvement company, and also of the Southern Pacific company. Under this agreement the stockholders of the Oregon and California company sold out to the Pacific Improvement company of California. Very briefly stated, the conditions of the sale were as follows: The Oregon and California railroad company's stockholders were to receive for every two shares of preferred stock delivered, one share of C. P. stock, and for every four shares of common stock surrendered and delivered, one share of Central Pacific stock; also, a cash payment of four shillings, sterling, for every share of preferred stock, and three shillings for every share of common stock. The first mortgage bonds of the Oregon and California were to be exchanged for new five per cent. bonds guaranteed by the Central Pacific at the rate of 110 per cent. of new bonds. They were also to pay four pounds sterling for each \$1,000 of the old bonds so exchanged. According to the agreement entered into, the amount of the new bonds to be issued and \$30,000 per mile of standard guage railroad constructed or acquired, and \$10,000 per mile of narrow guage railroad constructed or acquired. Under this mortgage there is not to be issued more than \$20,000,000 of bonds in all. Under and in pursuance of this agreement, the stock and bonds were exchanged so that the corporate organization of the Oregon and California railroad company was transferred to the management. This formal transfer took place during June, 1887. While the possession and ownership of

the stock and bonds of the old organization has passed into the hands of the Southern Pacific, still the custody of the property belonging to the former—rolling stock, road, depot, depot grounds, etc.—remains in the hands of Mr. Koehler, the receiver, and the United States Circuit Court. Conjointly, the receiver and the court manage all the operations of the road the same as before the formal transfer was effected. This condition of affairs will continue until some definite action has been determined upon by the several parties to the agreement. The above is the present status of the Oregon and California Railroad, but what new phase affairs will assume depends upon the future action of the corporation into whose hands the control of the old organization has passed. For that reason, for the present the result remains entirely in conjecture. As yet there has been no actual transfer of the corporation's property. Since the transfer the annual election of the Oregon and California railroad company has been held, when the following officers were chosen: Leland Stanford, president; C. P. Huntington, vice-president; R. Koehler, second vice-president; George H. Andrews, secretary and treasurer; J. E. Gates, assistant secretary.

There have been but very few important changes among those officials who have had to personally superintend the actual and practical operations of the road during the past twelve or fourteen years. Mr. E. P. Rogers enjoys the distinction of being the "Pioneer of the road." Most of those prominently connected with the early organization of the road are dead. Among those may be mentioned J. H. Moores, I. R. Moores, E. N. Cooke, Joel Palmer, J. S. Smith, S. Ellsworth, James Douthitt, J. H. D. Henderson, Greenberry Smith, A. L. Lovejoy, A. F. Hedges, W. S. Newby, J. P. Underwood, Gov. Gibbs, and last, but by no means least, Ben Holladay. To Mr. Rogers belongs the distinction of being the eldest officer now connected with the operating department of the road. He first came to Portland in 1870, and assumed the position of general freight and passenger agent, and the exacting duties of that position he has for the past seventeen years discharged with strict fidelity to the best interests of the corporation, and to the satisfaction of the general management.

Mr. John Brandt is also an old and efficient officer of the company. Mr. Brandt came to Portland in 1873, and in July of that year assumed the position of general superintendent of the road. This position he has filled proficiently for the past fourteen years. The fact that Mr. Brandt has been retained as superintendent through all the changing fortunes of the road, and under the different managements, is the highest evidence of his competency and thorough experience in the practical operations of a railroad.

One year later Mr. R. Koehler came to Oregon. As before stated, he came first as resident financial agent of the German bondholders. He entered upon the active duties of the position July 25, 1874. Since that date Mr. Koehler has been an active and prominent factor in the management of the company's affairs—as financial agent, vice president and manager, and as general receiver. His long retention by the owners of the road, and the implicit trust reposed in his ability and integrity are the best indorsements that could be offered.

Under the management of these gentlemen the roads have been operated for a long period with as rigid a measure of economy as the financial conditions of the company demanded, and yet with as much liberality and in as satisfactory a manner to the public service and the necessities of traffic as was possible under all the existing circumstances. The company was entangled in a somewhat complicated mesh of litigation during the first few years of its existence, and the corporate name has figured very extensively in the records of the United States Courts and Courts of the State, both as defendant and plaintiff to a tangled mass of suits. But when the unsettled, uncertain state of affairs is considered, when the controversies and desperate struggles for mastery, the heated and bitter rivalries, and the inevitable conflict of personal and corporate interests are all taken into account, the abundant harvest of tedious litigation which followed, seemed but a natural and legitimate result.

Few roads of equal length in this country have enjoyed a similar measure of exemption from disasters, when all the disadvantages under which operations have been maintained have been taken into due consideration. From first to last there have been no serious collisions of rail

accidents on the line involving the extensive loss of human life, or the destruction of much valuable property. This very important fact speaks in most emphatic terms of the care, caution and good judgment displayed in the management of trains for the past seventeen years.

This article would be incomplete without the mention of Mr. H. Thielsen's name, and of the important part he took in the enterprise. Mr. Thielsen first arrived in Portland March 1, 1870. He at once assumed the duties of chief engineer and superintendent combined. Practically he became the acting manager of the road. Under his supervision the twenty miles of road which have been constructed between East Portland and Rock Island were rebuilt. He had charge of the building of the entire line between Rock Island and Roseburg. Mr. Thielsen has also built the line on the West Side from Portland to St. Joe, except some little preliminary operations done prior to his arrival here. Mr. Thielsen remained in charge of the engineering department of the road, and as practical engineer until the retirement of Holladay. Mr. Thielsen was succeeded by Mr. Koehler in 1874 in the practical management of the road. Subsequently he retired from all connection with the road, and soon after accepted the position of chief engineer of the Oregon Railway & Navigation Company.

The car shops of the company were established by Holladay in 1870, and were located two and a half miles south of the east side depot. Since they were first started, from eighty to one hundred men have been kept employed. Mr. Brandt has long held the position of master mechanic. Heretofore, the facilities for making necessary repairs and building new rolling stock have been comparatively adequate to meet the requirements of the company; but now, that through connection has been established, the necessity for the enlargement of the shops and the increase of facilities has become imperative.

THE NARROW GAUGE SYSTEM.

No history of Portland would be complete without some notice of the system of narrow gauge railways which terminate here, for

having no other outlet for their business, the Narrow Gauge System and the Metropolis city must always be mutually dependent on each other for prosperity.

This system was projected by Joseph Gaston, Esq., who has been noticed as the pioneer of the road between Oregon and California. Mr. Gaston took up the idea of a system of cheap and economically managed lines to more perfectly develop the resources of the Willamette Valley, in the year 1877, and for that purpose incorporated a company to construct a road from Dayton to Sheridan, in Yamhill County, with a branch to Dallas in Polk County. He knew that any move of this kind would be regarded as a hostile demonstration by the owners of the Oregon Central, with which he had been formerly connected, and, therefore, to avoid drawing their fire to as late a day as possible, he commenced his road at a point distant from this city, as if it were to be an unimportant affair. He relied for his means to carry out the enterprise mainly on the wealthy farmers of Yamhill and Polk Counties, and made much the same appeals for popular support by public meetings and otherwise, as he had formerly made in behalf of the Oregon Central line. And although the owners of the Oregon Central very early comprehended the interloper in their field of business, and put out men to talk down and oppose Gaston, he had by April 1st, 1878, made such headway as to be able to break ground at Dayton and purchase the iron and rolling stock for forty miles of track. He pushed his work with great vigor, and in six months had the first forty miles of narrow gauge railroad in Oregon in operation.

After thus far succeeding the opposition did not abate their efforts to check or cripple Gaston's scheme of a system of railways co-terminous with the Willamette Valley. They saw too plainly that it meant low rates and no profits to their lines, when compelled to compete with the little narrow gauge which was already picking up produce and passengers at every cross road. Mr. Villard was then rising to his zenith of power, and first offering to buy out Mr. Gaston without pledging himself to maintain the road he had built, he turned to buying up the claims for iron and other debts against it and threw it in the hands of a Receiver. But the man who had built

forty miles of railroad, without a sack of flour to start with was not likely to be gotten rid of in that summary way. And Gaston quietly and speedily arranged with a syndicate of capitalists in Dundee, in Scotland, to take his road off his hands and carry out his plans of extending it not only to Portland, for which Gaston had incorporated the Willamette Valley Railroad Co., but also southwardly by branches on both sides of the Willamette River.

This brings in the Oregonian Railway Company (Limited), a corporation organized under Royal Charter in Dundee, Scotland. This company was organized through the efforts of William Reid, Esq., of Portland, who became its President. Mr. Reid quickly took the Gaston road out of the hands of the Receiver, and went to work in 1880 with great vigor to extend its lines to both sides of the Willamette, to the west side track and crossing the Willamette River at Ray's Landing and constructing from Dundee, in Yamhill County, to Coburg, in Lane County.

After successfully operating this narrow guage system, now grown to be a formidable factor in the development of the Willamette Valley, and while Mr. Reid was in the midst of his work in extending the road from Dundee to Portland, Mr. Villard entered into negotiations to lease the narrow guage lines, which lease for 99 years, was finally accomplished in the year 1882. Upon the making of the lease, the work of extending the road to Portland was indefinitely suspended.

It is but justice to record, that Mr. Reid bitterly opposed the making of this lease, and warned his constituent stockholders in Scotland, that although they might be stipulating for a handsome income on their investment it was not keeping faith with the people of Oregon, whose people and legislature had heartily encouraged the road by granting it the public levee in this city for terminal grounds, and by much other substantial aid, and that the lease would terminate badly. Mr. Villard operated the Narrow Gauge lines for about a year, and then repudiated the lease as made without authority or power, and abandoned the property to the tender mercies of the United States Circuit Court, which placed it in the hands of a Receiver for preservation during the pendency of the litigation to determine the validity of the lease.

Upon the execution of the lease, Mr. Reid withdrew from the Oregonian company, and in the year 1886 incorporated the Portland and Willamette Valley railroad company to construct a narrow gauge road from Dundee, in Yamhill county, the northern terminus of the narrow gauge lines above mentioned, to the city of Portland. This twenty-seven miles of track was very expensive, but was pushed to final completion to the public levee in this city in the year 1888. It is now known that leading capitalists of the Southern Pacific railroad have purchased, not only this last road built by Mr. Reid, but also all the lines constructed by the Oregonian company; the lease to Villard having been declared void by the Supreme Court of the United States, and the Scotch stockholders losing all their investments, but the bondholders and other creditors of the road being paid out of the proceeds of such sale to the Southern Pacific company.

CHAPTER X.

MANUFACTURING.

Conditions Which Cause the Growth of Manufacturing at Portland—Character of Early Manufactures—Present Condition and Magnitude of Manufacturing Enterprises of Portland.

THE development of Portland as a manufacturing point has been much later than in the lines of commerce. Indeed, it can scarcely be said to have yet begun upon the real business of manufacturing, unless in two or three particulars. Its industry has been chiefly confined to such departments as met an immediate local demand, and had no aim to reach out to something distant and world wide. It has not yet entered the minds of our capitalists that we have facilities here to compete with the mills of Pennsylvania, Illinois, or Michigan, for the trade of the western end of North America, or that by many advantages we may successfully operate for control of demands from the Pacific Islands, South America, and

the Orient. Not until the present time and perhaps not even yet, would manufacturing on such a scale be so remunerative as in other lines of business. But now as the great profits of the early days are over it will be necessary to settle down to a larger, more extended and comprehensive sort of activity; and this will naturally gravitate toward manufacturing. Railroad traffic, navigation, commerce, agriculture, all our interests will become restricted unless rounded out by the labor of the manufacturer, and the surplus wealth of the State, both natural and acquired will flow from us to the region from which we import our wares.

With this industry as yet in its infancy, it is of course impossible to find for it much history. A glance at the unrivaled advantages we possess both from central position in a region of great natural wealth and from contiguity to the falls of the Willamette and the Cascades of the Columbia, has already been taken. Lownsdale's journey has been spoken of. Mention has also been made of saw mills established in the city at an early day. The steam mill of Coffin and Abrams at the foot of Jefferson street was the fruit of this, being a capacious structure, and having a cutting capacity of over 20,000 feet per day. This was built in 1853.

Abrams was an indefatigable worker in lumbering, and with Hogue operated a mill for many years. J. C. Carson and J. P. Walker inaugurated enterprise in the sash and door business. Smith and Co., Weidler and Governor Pennoyer extended the business to its present extensive proportions. As an off-shoot of the lumbering business we have manufacturers of furniture, pioneers of which were Messrs. Hurgren and Shindler, a firm still continued under the name of Hurgren and Co. I. F. Powers entered the field somewhat later and now has one of the largest plants and works on the coast.

Foundries were early established and gave principle attention to manufacture of boilers, steam engines, mill irons, steamboat fixtures, mining machinery and to a large degree iron fronts and ornamental works for buildings. In 1866 the iron works were established at Oswego, and have been operating intermittently since that date, having now become fully equipped with the best of furnaces, a railroad, and a large number of kilns for charcoal.

As a great business was that of flouring mills which began as early as 1864, having gradually gained pre-eminence over the business in the same line at Oregon City and Salem.

With the discovery and development of the quartz mines and ore beds of Idaho and Southern Oregon consequent upon the railroad development of the past decade, efforts were made for the establishment of reduction works at our city. These were first built on the line of the O. and C. R. R., in East Portland; the site, however, was abandoned, after a few months, and works have been constructed at Linnton, below the city.

Fruit canneries, and dry-houses, tanneries, excelsior works, paper mill (at La Camas, operated by a Portland company), barrel works, pottery, rope factory, soap works, watch factory, willow ware, box factories, pickle works, meat preservatories, and a multitude of works for simple city needs, and ice and baker's goods, have grown with the growth of the country and of the place itself.

The following extracts from the columns of the *Oregonian* for Jan. 1, 1890, indicate something of the prosperity and magnitude of the manufacturing of Portland:

"January 1, 1890, opens up with over 600 firms engaged in converting the raw material into manufactured goods. They employ a bona fide working capital of over \$14,000,000 and they furnish employment for 7,859 workmen at just and living wages. Five million is the sum expended for home raw material. The gross amount realized from the co-operation of this capital and labor is \$20,183,044, leaving a net profit of \$6,000,000 on a total investment of \$13,000,000, which after deducting taxes and other legitimate expenditures will leave in the clear a net gain of 33 $\frac{1}{3}$ per cent. for the year, a higher rate of gain than is realized by any manufactures of the Eastern and older cities. This is true because of the vast quantity of raw material purchased at home at reasonable prices, the comparative cheapness of land, and to the fact that competition has not here reached the cut-throat point of sacrificing all profit in the mad desire to do business at all hazards. One hundred and fifty-five distinct lines of manufacture are engaged in here to a greater or less extent, and each is prospering beyond expectation.

"The lumber trade and planing mills of Portland during the year 1889 has been enormous, not only in the amount of output for local use, but in that required for export trade as well, and notwithstanding our timber facilities, much more has been imported of grades and qualities now in demand, but not of woods grown in Oregon or vicinity. In January, 1889, there were ten firms engaged in the trade and three-fourths of a million dollars in the lumbering interests and employing 517 hands. January 1, 1890, finds twelve firms engaged in the business, with a total output for the year of \$2,000,000, furnishing employment to 760 hands, with wages running from \$2.50 to \$3.00 per day. Every mill is running to its fullest capacity, and a few of the larger companies are, and have been for months past, turning away profitable contracts for lack of men and facilities for handling more trade.

"During the past year the furniture trade began to assume the proportions that it should reach here, by reason of natural advantages enjoyed by this branch of business, in a country where the material is abundant and the water power all that could possibly be desired. Still we do not supply with domestic manufacture enough to meet the demand for home consumption. The importation of goods of Eastern make exceeds the home manufacture, notwithstanding the fact that the home product is very large. Four firms are actually engaged in manufacturing furniture, investing \$490,000 in the business. The output was \$600,000, as against \$410,500 for the previous year. Five hundred men were employed in 1889 as against 400 of the previous year.

"The woolen mills owned by Portland men and operated by Portland capital have been a complete success and brought handsome returns to the men who were financially plucky enough to put their coin into the enterprise. The Oregon made goods have this year competed with Eastern goods both in quality and price. The exceedingly mild winter of 1889, and the moderate weather of the present season has kept down the output to a lower point than the natural prosperity of the season should have induced but with these disadvantages, and with no increase of capital stock the output rose from \$540,000 to \$756,000 for the past year, giving employment to additional workmen.

“As to paper, ten newspapers in Portland and the *Times, Press* and *Post-Intelligencer*, of Seattle, and the *Review*, of Spokane Falls, are supplied with the paper on which they are printed from Portland. This immense tonnage of paper is the product of a factory owned by Portland men and run by Portland capital. The sum of \$150,000 is invested in this business. Improvements have been added during the year amounting to \$17,000. In 1888, eighty hands were given employment in this industry; in 1889, ninety men. In 1888 the value of the output was \$180,000; in 1889, \$240,000; an increase of $33\frac{1}{3}$ per cent. in the volume of business for the past year. The product of these mills finds its way all over Oregon, Washington and Idaho, and recently very heavy shipments have been made to San Francisco.

“Portland being the center of a great wheat and cereal growing section, it is but natural that the converting of the golden grain into flour and feed should assume an important status. We not only make enough flour each day for our own consumption but thousands of barrels go to other coast ports, to England, to South America and other foreign countries. The capital stock invested in this industry was in 1888, \$344,000 and in 1889, \$350,000. By turning the capital invested several times a year, the output during 1889 reached the enormous sum of \$2,806,000 as against \$2,520,000 for 1888, at the same time giving employment to sixty men at wages ranging from two to three dollars a day.

“The smelting works located at Linnton, seven miles below Portland, is not merely a local institution, calculated only to benefit the city, but is of importance to the whole State and the Northwest as well. The capital stock of the smelting company is \$1,000,000, of which \$500,000 is fully paid in. The cost of the plant is \$150,000. The smelter will have a capacity of 150 tons daily. The building is 60x220 feet. When operations begin fully a large force of men will be given steady and regular employment.

“Oswego, ten miles above Portland, is the location of one of the most important enterprises of the State. The iron product of the works here supplies most of the raw material for all of our foundry work and large quantities are shipped to every part of the Northwest. The value of the product approaches \$50,000 annually.

"In foundries and machine shops the sum of \$1,200,000 was invested in January, 1889. The year has witnessed its growth to \$2,000,000. The output has increased from \$1,500,000 to \$1,750,000, while the number of men provided with employment has increased from 900 to 1,000. The men in this branch of business look for a constant increase and development for some years to come for several reasons. Boat building requires constantly more and more iron and steel, railroad construction is going forward in this part of the world without cessation, and buildings, especially those designed for business purposes, require quantities of iron in their construction. Prices remain firm and the work is steadily increasing, yielding fair and reasonable profit on the investment.

"A prominent machinist, in speaking of the foundry work done in Portland, said that this industry, though enjoying great prosperity, was capable of still indefinite expansion. He said that the larger shops confine themselves, in a great measure, to repair work, that branch of the business being exceedingly profitable. There was no reason why Portland should import a single dollar's worth of machinery; that every particle used in the industries here could be made at home, yet that during the year nearly a million dollar's worth of machinery was purchased in the East for use in Portland.

"At the corner of Third, H and G streets an immense foundry and also a machine shop are rapidly approaching completion. Two buildings are in course of construction, one 50x200 feet and the other 50x100, the cost of which exceeds the sum of \$25,000.

"The new foundry is being constructed upon the most approved plans and will be supplied with the latest machinery for heavy marine work.

"In brick-making the product for 1889 reached \$230,000, and from the employment of 106 men in 1888, it rose to 225 in 1889, without any indication whatever pointing to a decrease of output for 1890.

"The display of carriages, wagons, buggies and carts at the fair held in Portland was one of the most attractive features. The interest was occasioned principally by the fact that many of the samples on exhibition were made here. The roads of Oregon are

peculiarly and distinctively poor and there appears to be something in the soil peculiarly destructive to wagons, etc. For good and serviceable wear it is vastly important that goods of this class should be made here to supply all those characteristics made necessary by the peculiarities of our surroundings. The sum of \$50,000 was invested in this business in 1888. This doubled for 1889. The output increased from \$175,000 to \$300,000, while the number of employees increased from 75 to 125. Improvements have been made in some of the factory buildings and one new brick factory has been built.

"Ship and boat builders have had a busy and prosperous season. The industry has been carried on without cessation on both sides of the river during the entire year. A large number of fleet vessels have been constructed during 1889; and thousands of dollars expended in Portland's ship yards for repairs and improvements. Each year's experience adds to the testimony in favor of Oregon fir for ship building, as well as innumerable other purposes. The boats turned out of our local ship yards, not only ply upon the waters of the Willamette and Columbia rivers, but are noted for speed and endurance on Puget sound and also upon the Pacific ocean.

"A large proportion of the crackers and fancy small cakes consumed in this city and vicinity are products of home industry. In 1888 the output was \$170,000, that is of the one factory then in operation, and in 1889 this had increased to \$200,000. Forty men gain their livelihood through this industry. The concern uses up from forty to fifty barrels of flour per day. Factories of the same kind established in other near by cities, have started a lively competition, otherwise the output for 1889 would easily have reached the sum of \$250,000. The machinery used in the factory is the latest improved.

"Early this year of 1890 another immense cracker factory will begin active operations here. Over \$30,000 has been expended in new and latest improved machinery. The new plant will have a capacity of fifty barrels a day and will require the services of twenty-five men to begin with and as many more as increased trade may necessitate.

"Five years ago the idea of turning Oregon clay into sewer and chimney pipe was first carried into execution, and \$50,000 were put into the business. The industry grew, and the capital was increased to \$100,000. During 1888 and 1889 the business has increased to such an extent and imports have developed so that the company operating the business will enlarge the plant during 1890, having already bought ground for the purpose. It is claimed that a perfect fire-proof brick can be made here at a comparatively small cost, and the company will turn its attention largely to this department of the industry during the year just ushered in. Half a hundred men find regular and steady employment here at good living wages.

"Brooms and willow ware of all descriptions are so necessary in every household that we at once appreciate the effect and importance of having them made at home. Probably the largest establishment for this purpose on the Pacific Coast is to be found in Portland. In this industry fifty men are given employment. The capital invested in this business is about \$100,000, and the output in 1888 was valued at \$100,000, and in 1889 at \$125,000.

"For a city of its size Portland has more large and successful printing establishments than any other city in the United States. The printing trade has known no dullness during the past year. The season's fulfillment has overreached most sanguine expectations, and business still holds out with remarkable vitality. The opening day of 1890 finds 38 firms engaged in business, which invest the sum of \$550,000, as against \$500,000 for 1888, employing 410 men, as against 310 for 1888, with an output of \$960,000, as against \$686,500.

"The commendable activity and enterprise of the West is exhibited in no matter so clearly and emphatically as in seizing upon the advantages offered by the development of the powers of electricity. In this respect we are far in advance of Eastern cities of similar size, and Portland stands pre-eminent in availing herself of all the advantages that electricity brings. The whole of Portland and vicinity is illuminated at night by electricity, and well lighted at that. The excellence with which the city is lighted at night is more effective in the prevention of crime than even the watchful and

CHAPTER XI.

THE BENCH AND BAR.

Oregon Under Canadian Laws—Efforts of the American Settlers to Organize a Judiciary—Peculiar and Comical Features of their Proceedings—The first Judiciary System—Re-organization of the Judiciary by the Provisional Legislature of 1845—Early Judges and Attorneys—Manner of Adopting the Laws of Iowa—Status of the Courts Prior to Territorial Government—First Court House at Portland—Establishment of Office of Recorder, and Other City Judicial Offices—List of Recorders, City Attorneys, Police Judges and Justices of Peace—Re-organization of the Judicial System after the Creation of Oregon Territory—Incidents in the Administrations of Justice During Territorial Period—First Term of the Supreme Court—Organization of Multnomah County Court—Sketches of Leading Attorneys of Portland Prior to 1855—Interesting Cases before the Supreme Court—Organization of the United States District Court—Portland Attorneys after the Admission of Oregon as a State—Re-organization of the Judicial System of the State in 1878—Judges who have Served in Portland and Multnomah County Courts—Cases of Historic Importance Tried Before Portland Courts—United States vs. Randall—The Holladay Cases—List of Attorneys who have Practiced at the Portland Bar.

THE origin and development of the Courts and the law in this community afford a striking illustration of the adaptability of the American people to the necessities of their condition, and their natural aptitude for State building and self government. Would the scope of our work permit, it would be interesting and instructive to follow in detail the various steps taken by the pioneers of Oregon in creating a civil polity for themselves without adventitious aid or the supervising control of a sovereign government, and to show how the diverse and often conflicting influences of religion, nationality, heredity and individual environments were blended and coalesced into a practical system of laws. But our present purpose is to describe the Bench and Bar of Portland, and reference to the growth of the legal and constitutional organism of the State is necessary only as it shows the conditions under which the Courts and the law in the city are to be viewed.

The operation of the laws of Canada was, by Act of Parliament at an early day, extended to include the English subjects on the Pacific Coast, and three Justices of the Peace were commissioned, one

of whom, James Douglas,¹ afterward Sir James Douglas and Governor of the Hudson's Bay interests for a short time before the United States extended its jurisdiction over the Territory, resided at Vancouver and exercised his duties as Justice there until the provisional government was organized.²

The protestant missionaries, likewise, appointed a Justice of the Peace, but the cases that came before these officers for adjudication were rare and of little importance. The settlers were so few in number and so widely scattered that Courts were not often needed. With these exceptions there was no attempt to organize a judiciary in the Northwest until in 1841.

At that time the American settlers in the Willamette Valley were anxious that the government of the United States extend its sovereignty over the Oregon country and establish a system of local laws and government, but to this the sentiment of the French and Canadian settlers was more or less openly hostile. Ewing Young, who had been an active and prominent figure in the settlement and had, after a life of adventure and roving, accumulated a small estate, chiefly by a successful enterprise in driving from California a herd of cattle, died at his home near the present site of the town of Gervais, and the advocates of a local government found a convenient pretext for the consummation of their plans in the absence of probate courts and laws to regulate the administration of his estate. A meeting was held by the settlers, after the funeral, at Young's house, which, after appointing a committee to draft a constitution and a code of laws and recommending the creation of certain offices, and, in committee of the whole, nominating persons for those offices, adjourned until the next day. In accordance with the adjournment a full meeting was held at the American Mission House on the 18th day of February, 1841, and, among other proceedings had, I. L. Babcock was elected Supreme Judge, with probate powers.

¹ Douglas was elected by the Legislature of 1845 one of the District Judges of the Vancouver District.

² Under this act the Justices had jurisdiction to the amount of two hundred pounds sterling, and in criminal cases, upon sufficient cause being shown, the prisoner was to be sent to Canada for trial.

The peculiar and comical feature of this proceeding was in the adoption of a resolution at this meeting instructing the Supreme Judge to act according to the laws of the State of New York until a code of laws should be adopted by the community. One historian affirms that at the time there was not a copy of the New York Code in the settlement,³ and certainly there was not more than one.

The judge was a physician, connected with the Methodist Mission, who had perhaps never read a law book. By some adverse fate the projected government was never finally organized as intended, but Dr. Babcock was subsequently elected a Circuit Judge, and, at the time the first houses were building in Portland, he was holding court in the Clackamas district and occasionally in the district which included the present county of Multnomah.⁴ Another attempt at forming a provisional government was made in 1843, with the result that an Organic Law, somewhat rudely framed upon the ground plan of the Ordinance of 1787, was adopted by the people at a public meeting held July 5, 1843.

In the meantime, while taking the preliminary steps toward organization and the adoption of laws, at a meeting held on the 2d day of May, 1843, at Champoege, A. E. Wilson,⁵ was selected to act as Supreme Judge, with probate powers, and a number of magistrates were elected. By the adoption of the judiciary system proposed at the same meeting by the legislative committee, these officers were continued in office until their successors should be elected, and a general election was provided for on the 2d day of May, 1844.

The territory was organized into four districts for Judicial purposes, the First District, to be called the Tuality District,

³ Gray History of Oregon, page 201. Wells History of the Willamette Valley, page 243.

⁴ The estate of Ewing Young was without an administrator until in 1844, when the Legislature authorized the appointment of one. (See Laws of 1843-1849, published in 1853, page 94). Several suits were brought against it, in one of which, the name of the administrator was omitted, and the estate itself was sued; the judgment was reversed on this ground, and this was one of the earliest cases in which an opinion was written by the Oregon Supreme Court, contained in Vol. I, Supreme Court Records, page 90. A. L. Lovejoy was the administrator. The Legislature subsequently

comprised all the country south of the northern boundary of the United States, west of the Willamette or Multnomah River, north of the Yamhill River and east of the Pacific Ocean.

This arrangement, however, was altered by the first Legislature that met pursuant to the provisions of the organic act, in June, 1844, and the whole fabric of government was remodeled. So far as the judiciary was concerned the change was chiefly in vesting the judicial power in Circuit Courts and Justices of the Peace, and providing for the election of one Circuit Judge, with probate powers, whose duty it should be to hold two terms of Court annually in each county. Justices of the Peace and other officers were to be elected, and their duties were defined.

Babcock, who had been elected Circuit Judge in May, 1844, defeating by a considerable majority, J. W. Nesmith, P. H. Burnett, P. G. Stewart, Osborn Russell and O. Johnson, resigned the office November 11, 1844. He was succeeded by J. W. Nesmith, who held his first term in April, 1845, at Oregon City.

The Courts were now fully and properly organized, but there were no suits of importance at this period. Almost all the cases were heard before the Justices of the Peace and no record remains. The earliest record of any case in the Supreme Court arose from the district in which Portland was included, between two farmers who came to the territory with the large immigration of 1843, and located in the prairies of Yamhill County. It seems that among the cattle brought overland in that year in great numbers by the settlers, Ninevah Ford and Abi Smith each had several head, but when the valley was reached these had dwindled down in number, by the

ordered a sale of the property and the use of the proceeds to erect a log jail, pledging the return of the money to any heirs of Young that might establish their claim. It may be added that heirs did appear and claimed the property, but afterwards assigned the claim, and several unsuccessful efforts were made to collect the money from the State, until finally by Legislative action the full sum and interest was paid.

⁵ Albert E. Wilson was an intelligent, unassuming and excellent young man, who came to the country in the employ of Caleb Cushing, of Massachusetts, in company with Captain Couch, on the *Chenamus*, and was left in charge of the stock of goods, brought out by that vessel, at Oregon City in 1842. He was not a lawyer by education.

hardships and short rations of the journey, and both Ford and Smith claimed the ownership of a certain pair of oxen that remained. Ford had the cattle and Smith brought suit for their possession and upon trial before two Justices of the Peace, sitting as a Supreme Court, in April, 1844, a verdict was returned by the jury in favor of the plaintiff.

The Legislature that was elected in 1845, under this new scheme of government, at once appointed a committee again to revise the Organic Law, and then it was that the fundamental act which is generally referred to as creating the Provisional Government, a model of statecraft, and upon which the State Constitution of Oregon was afterwards constructed, was prepared, and subsequently ratified by the people at an election held July 26, 1845.

By the eighth section of Article II of this instrument, the judicial power was vested in the Supreme Court and in such inferior Courts as might, from time to time, be established by law. The Supreme Court, consisting of one judge, to be elected by the House of Representatives for the term of four years, was given appellate jurisdiction only, with general superintending control over all inferior Courts of law, and power to issue certain original remedial writs and to hear and determine the same. The Legislature might also provide for giving the Supreme Court original jurisdiction in criminal cases.

The Legislature elected Nathaniel Ford, of Yamhill County, Supreme Judge at its meeting, August 9, 1845, and passed various acts creating district, probate, criminal and justice courts, electing B. O. Tucker, H. Higgins and Wm. Burris, District Judges of Tuality County. Nathaniel Ford declined to accept the office of Supreme Judge and the House elected in his stead Peter H. Burnett.

Burnett had come to Oregon in 1843 from Missouri, where he had been District Attorney, and with General M. M. McCarver, afterward Speaker of the House of Representatives, had located and laid out the town of Linnton, on the Willamette, and lived there in the early part of 1844, but in May, 1844, he removed with his family to a farm in Tualatin Plains near Hillsboro. He was one of the

Legislative Committee in 1844, and again in 1848.⁶ Burnett was perhaps the ablest lawyer of this period of Oregon History,⁷ but as he says,⁸ there was nothing to do in his profession until some time after his arrival in Oregon and he was therefore compelled to become a farmer. He held the office of Supreme Judge until December 29, 1846, when he resigned the office.⁹ Elected to the Legislature of the Provisional Government, in 1848, he again resigned, this time to go to California, where he received a commission from President Polk, dated August 14, 1848, as one of the Justices of the Supreme Court of Oregon, under the Territorial organization. This commission he declined, and in August, 1849, was elected Judge or Minister of the Superior Tribunal of California.¹⁰ On the organization of that State, he was elected Governor, and subsequently became a banker at San Francisco.

When Judge Burnett opened Court, June 2, 1846, at Oregon City, three attorneys were admitted to the bar:¹¹ W. G. T. Vault, A. L. Lovejoy and Cyrus Olney.¹² These were the first attorneys regularly admitted to practice in the Supreme Court in Oregon, though others were in the Territory and had practiced before the inferior Courts, and of these three, two of them, A. L. Lovejoy and Cyrus Olney are identified in no slight degree with the history of the Bench and Bar of Portland.

Both Pettygrove and Lovejoy, the original Portlanders, were versed in the law. Pettygrove was a merchant at Oregon City and served as Judge of the District Court, in the Clackamas District in 1844 and 1845, resigning his office in December, 1845.¹³ Lovejoy was one of the first lawyers that came to the territory, and from the

⁶ Burnett's Recollections, page 193.

⁷ Gray's History of Oregon, page 374.

⁸ Burnett's Recollections, page 181.

⁹ 1 Sup. Court Record, page 2.

¹⁰ Burnett's Recollections, page 339.

¹¹ 1 Sup. Ct. Rec. 52.

¹² A. A. Skinner was also an attorney of the Court and these with Judge Burnett, after his resignation as Judge, were the only attorneys admitted to practice until June, 1848, when Samuel R. Thurston, Aaron E. Wait and Milton Elliott were on motion admitted to practice, (1 Sup. Ct. Rec. 98), these were the only attorneys admitted to practice in the Supreme Court before the organization of Oregon Territory.

¹³ Or. Archives, page 129.

first his name is associated with public affairs. He was a very positive character, firm and often extreme in his opinions, but was a man of many good qualities. He lived but a brief time at Portland, though he always took an interest in its affairs. In his earlier years in Oregon, particularly in the days of the provisional government, he was an active practitioner, and frequently served as Prosecuting Attorney¹⁴ and as a member of the Legislature, and was the first regular Democratic candidate for Governor of Oregon under the provisional government, but as he grew older he devoted himself to the quiet of farm life near Oregon City, where he died 1882. A sketch of his connection with the founding of Portland is presented in a preceding chapter.

The first business before the Supreme Court, and the first written opinion of which there is any record, was in reference to an application of James B. Stephens for a license to keep a ferry across the Willamette at Portland, which was denied on the ground that the statute conferring the power to grant licenses upon the Supreme Court was unconstitutional as in contravention of the provisions of the Organic Law which gave the Court appellate jurisdiction only, except in criminal cases. The only other business done at this term was in a case wherein John H. Couch, of Portland, was plaintiff.

After Judge Burnett resigned, J. Quinn Thornton was appointed Supreme Judge, Feb. 9, 1847, and held his first term of Court at Oregon City on the 7th day of June, 1847. He was succeeded again, after holding two terms, by Columbia Lancaster, who also held two terms, the June and September terms in 1848, at Oregon City.

The Legislative committee that met at Willamette in May, 1843, to prepare an Organic Law, at their meeting, May 19, provided for the appointment of a committee of three, to prepare and arrange the business done at that session and revise the laws of Iowa.¹⁵ This was the first suggestion of the use of the Iowa Laws in Oregon. The committee having reported the laws as revised by them, they were adopted with some modifications at a subsequent meeting.¹⁶ The

¹⁴ Sup. Ct. Rec., page 10.

¹⁵ Or. Archives, 19. Gray's History of Oregon, 344.

¹⁶ June 28, 1843. Or. Archives, 23, 24.

same body also adopted a resolution to purchase several law books of James O'Neil to be the property of the community, and though it is not positively known, it is believed that among these books was the only volume of the Iowa Code then in the colony.¹⁷ At any rate, at the public meeting of the people July 5, 1843, this report of the Legislative committee was adopted, and it was, "*Resolved*, That the following portions of the laws of Iowa, as laid down in the Statute Laws of Iowa, enacted at the first session of the Legislative Assembly of said Territory, held at Burlington, A. D., 1838-39; published by authority, DuBuque, Bussel and Reeves, printers, 1839, certified to be a correct copy by Wm. B. Conway, Secretary of Iowa Territory, be adopted as the laws of this Territory; viz: etc."

The book was brought to Oregon in 1843; it was called the "blue book," and was bound in blue boards. On the 27th of June, 1844, the Legislative Committee adopted an Act "Regulating the Executive Power, the Judiciary and for Other Purposes," of which Art. III, Sec. 1, was as follows: "Sec. 1. All the Statute Laws of Iowa Territory passed at the first session of the Legislative Assembly of said Territory and not of a local character, and not incompatible with the condition and circumstances of the country shall be the law of the government, unless otherwise modified; and the Common Law of England and principles of equity, not modified by the Statutes of Iowa or of this government and not incompatible with its principles, shall constitute a part of the law of the land."

After the Organic Law had been remodeled in 1845, and the Legislature convened in August of that year, it was deemed advisable to re-enact the Iowa Laws, lest any doubt of their binding force under the new provisional government be entertained, and accordingly a bill for that purpose was passed, August 12, 1845.¹⁸ At this time there was no printing press in Oregon, and though many laws were enacted it is not to be presumed that they were very widely promulgated, and perhaps the maxim that ignorance of the law excuses no one, would, under the circumstances, prove severe in

¹⁷ Thornton, Or. and Cal. Vol. II, page 31.

¹⁸ Or. Archives, page 101.

HISTORY OF PORTLAND.

But, again, on the organization of the Territory in the laws of the United States, the same question as to these statutes were the law of the Territory, was raised, and to settle any doubts as to the law, a similar statute was by the Territorial Legislature at its first session, September. In the meantime the addition of 1843 of the Code of Iowa and its way to Oregon, which also was bound in blue board. This book now became familiarly known as the "Blue and the former edition as the "Little Blue Book."²⁰ The act, giving this edition, provided for the substitution of the word "Oregon" for "Iowa" wherever it occurred in the Iowa Code of 1843, directed²¹ that the laws with certain changes "be indexed and published after the manner of the Iowa Laws of the date aforesaid, to which shall be prefixed the Declaration of Independence, the Constitution of the United States, the Ordinance of 1787, the Constitution of the Provisional Government of Oregon, and the Organic Laws of Oregon Territory."²²

²⁰ The Oregon Spectator, the first Oregon newspaper, appeared at Oregon City in 1845, and this paper contained the only publication of the Statutes from time to time until 1851.

²¹ Bancroft, Vol. XXIV, page 435.

²² Laws of 1843-49, published 1853, page 103. At this time there was a great controversy as to the constitutionality of an act locating the State Capital and other institutions, and Judges Strong and Nelson siding with the persons who opposed the location of the Capital at Salem, held the statute invalid as relating more than one subject, not expressed in the title thereof. Judge Pratt decided that the act was valid and held Court at Salem. This code was nicknamed the "Steamboat Code" by Amory Holbrook, then District Attorney, and the title was adopted by many who sided with Judges Strong and Nelson, the soubriquet deriving its piquancy from the fact that the statute adopting it was loaded with miscellaneous provisions, not specifically indicated by the title. Judge Pratt at the request of the Legislature submitted an opinion in writing to that body advocating the constitutionality of the act. In the Winter of 1853-54 the new judges of the Supreme Court appointed in the meantime, held the act valid.

²³ This publication was prepared for the Territorial Secretary, Gen. Edward Hamilton, by Matthew P. Dealy, and contained only those parts of the Iowa Code generally recognized as the law in Oregon, and in January, 1853, an act was passed authorizing the collection and publication of the statutes of the provisional government not published in that volume. This is entitled "Oregon Archives," and was edited by L. F. Grover. In the same session of the Legislature, a commission

The peculiar status of the Courts at this period, is expressed by Judge Deady, in the case of *Lownsdale vs. City of Portland*, decided in 1861, in the following language, which was afterward quoted with approval by the Supreme Court of the United States in the case of *Stark vs. Starrs*:²³

“It is well known that at the time of the organization of Oregon Territory, an anomolous state of things existed here. The country was extensively settled and the people were living under an independent government established by themselves. They were a community in the full sense of the word, engaged in agriculture, trade, commerce and the mechanic arts; had built towns, opened and improved farms, established highways, passed revenue laws and collected taxes, made war and concluded peace.”

In the case of *Baldro vs. Tolmie* (1 Or. Rep. 178), the territorial Supreme Court, after the provisional government was superceded, speaking through Williams, C. J., said: “Confessedly the provisional government of this territory was a government *de facto*, and if it be

²³ 6 Wall, U. S. 402.

consisting of Messrs. J. K. Kelly, R. P. Boise, and D. R. Bigelow was appointed to draft a code, this was, by Judge Olney's influence, separated into statutes on various subjects before being adopted as a code. It was printed in New York, and after about 100 copies had been received in Oregon the remainder of the edition was lost in the wreck of a vessel bringing them via the Upper Columbia. Another edition was authorized in 1854-55 in which was incorporated, as a supplement, the statutes adopted at that session of the Legislature. In 1860, A. C. Gibbs and J. K. Kelly were appointed a commission to draft a civil code, but on the election of Gibbs as Governor, the two commissioners appointed Matthew P. Deady, who was then Judge of the District Court of the U. S., to assist, and the work was done by him and adopted by the Legislature of 1863. This was a laborious task, as the alterations necessary on account of the change from Territory to State and the alterations of counties, courts and practice required much detail work. The same Legislature then authorized the compilation of a Criminal Code by Judge Deady, which he accomplished, and reported his work to the Legislature of 1864, which adopted it without change,—Judge Deady reading it through on the last day of the session himself in the Senate to insure its passage, as he was a very rapid reader, and could read for several consecutive hours without rest. Deady was then authorized to compile for publication anew all the codes and laws, and this was published under his supervision, in 1864, he reading the proof. In 1872, the Legislature authorized Judge Deady and Sylvester C. Simpson, a member of the Portland bar, to collect and arrange the laws with

admitted that governments derive their 'just powers from the consent of the governed,' then it was a government *de jure*. Emigrants who first settled Oregon, upon their arrival here, were without any political organization to protect themselves from foes without or to preserve peace within; and, therefore, self-preservation constrained them to establish a system of self-government. Congress knowing their necessities and withholding the customary provisions for such a case, tacitly acquiesced in the action of the people, and, on the fourteenth of August, 1848, expressly recognized its correctness and validity. No reason can be imagined for holding that the people of Oregon, in 1844, had no right to make such laws as their wants required; for where the functions of government have not been assumed or exercised by any other competent authority, it cannot be denied that such a power is inherent in the inhabitants of any country, isolated and separated as Oregon was from all other communities of civilized men. Some effort has been made to assimilate the laws in question to mere neighborhood agreements, but the argument seems to apply with equal force to the acts of all governments established by the people."

Thus it will be seen that the infant city of Portland, though not under the protection of the laws of the United States in its earlier years, was, nevertheless, a part of an organized and existing political autonomy, and its inhabitants were bound by an intelligent system of laws which were valid and authoritative and administered by a regularly constituted tribunal.

Within the limits of the settlement at Portland there were no Courts during the time of the provisional government. There were several justices of the peace within the Tuality District, but they resided in the level country west of the Portland hills and far southward toward the Yamhill river. But in December, 1845, an act was

notes and references. Soon after, Mr. Simpson resigned from the commission and the Governor appointed Lafayette Lane in his place. The work was mainly done by Judge Deady, and published in 1874. W. Lair Hill undertook to compile a new collection of laws in 1885 and received Legislative sanction and approval in 1887. He carefully collected and arranged the laws and added copious annotations and references to decisions both of Oregon and other States, and published it under the name "Hill's Annotated Statutes of Oregon."

adopted by the legislature providing for the election of an additional justice of the peace in the Eastern District of the Tuality District, and accordingly A. H. Prior was elected and received his commission on the 7th day of October, 1846, and he may be said to be the first judicial officer at Portland, for he afterwards held his office at that place in his precinct.²⁴

In 1849, Portland then having but one hundred inhabitants, an association was formed to erect a meeting house, and this building was used for several years afterward for a court house and also as a school house and a place for religious meetings.

When the city was incorporated, in January, 1851, the office of recorder²⁵ was created and this officer was given the same jurisdiction as a justice of the peace as to offences committed within the city, and also exclusive jurisdiction in cases of violation of city ordinances, and jurisdiction as a justice of the peace in the collection of debts. A city attorney²⁶ was also provided for by the amended charter of 1852.²⁷ By an amendment of October 28, 1870, the office of recorder was abolished and the police judge was made the judicial officer of the corporation, and his Court was named the Police Court.²⁸ He was given substantially the same jurisdiction that had been exercised by the recorders.²⁹

²⁴ Laws 1843-9, Pub. 1853, page 38; 1 Sup. Court Rec., page 3.

²⁵ The following is a list of the persons who held office of city recorder: W. S. Caldwell, 1851; S. S. Slater, 1852; A. C. Bonnell, 1853; A. P. Dennison, 1854; L. Limerick, 1855; A. L. Davis, 1856-7; Alonzo Leland, 1858; Noah Huber, 1859; O. Risley, 1861; J. F. McCoy, 1862-5; J. H. Hoffman, 1866-8; O. Risley, 1869; Levi Anderson, 1870.

²⁶ The following is a list of the city attorneys after 1865: J. N. Dolph, 1865-6; W. W. Upton, 1867; D. Freidenrich, 1868; W. F. Trimble, 1869; C. A. Dolph, 1870-1; C. A. Ball, 1872; M. F. Mulkey, 1873-4; A. C. Gibbs, 1875; John M. Gearin, 1876-7; J. C. Moreland, 1878-82; S. W. Rice, 1883; R. M. Dement, 1884; A. H. Tanner, 1885-7; W. H. Adams, 1887-.

²⁷ Special Laws, 1852, page 6.

²⁸ The police judges were: D. C. Lewis, 1871; O. N. Denny, 1872-5; W. H. Adams, 1876-9; L. B. Stearus, 1880-2; S. A. Moreland, 1883-5; Ralph M. Dement, 1885-8; A. H. Tanner, 1889-.

²⁹ Charter 170, Secs. 154, 160 and 175.

The city was also divided into precincts, in each of which justices of the peace were elected. At first these were the North and South Portland precincts; they were afterward subdivided and extended, until, for a long time, the city supported six of these Courts, besides the Police Court and the Courts of Record; but in 1885 the legislature attempted to cure what had long been a public nuisance, by abolishing a number of these useless tribunals and returning to the original plan of having but two precincts, called the North and South Portland precincts respectively.³⁰

As the Territory of Oregon came into existence, March 3, 1849, when the new Governor, Joseph Lane, arrived at Oregon City and issued his proclamation to that effect, the District and Supreme Courts under the provisional government ceased their functions, and new Judges of the Supreme Court, appointed by the President pursuant to the Act of Congress, soon after came to Oregon. The first Judges were Wm. P. Bryant, Chief Justice; Peter G. Burnett and James Turney. Turney did not accept and Orville C. Pratt was substituted. Judge Burnett, as we have said, had already gone to California, and declined the office, and William Strong was appointed in his stead in 1850. In that year Chief Justice Bryant also resigned, and Thomas Nelson was appointed in his place.

The legislature provided for a special term of the Supreme Court by an Act passed August 28, 1849, and accordingly two days afterward, Judges Bryant and Pratt opened the term at Oregon City.

³⁰ The Justices of the Peace who have served in the following precincts since 1863, are: 1863-4—L. Anderson, North Portland; D. W. Lichenthaler, South Portland. 1865-6—L. Anderson, North Portland; Geo. B. Gray, South Portland. 1867—L. Anderson, North Portland; Jno. Corey, South Portland; I. Graden, Central. 1868—L. Anderson, North Portland; S. A. Moreland, Central. 1869-70—J. O. Waterman North Portland; Jno. C. Work, Central; M. P. Bull, Washington. 1871-72—Thos. J. Dryer, North Portland; C. Crich, South Portland; A. M. Snyder, Central; S. A. Moreland, Washington. 1873—Alex. Dodge, North Portland; C. Crich, South Portland; Thos. J. Dryer, Western; E. W. Ryan, Morrison; H. W. Davis, Madison; L. Anderson, Couch. 1874—E. Russell, North Portland; C. Crich, South Portland; Thos. J. Dryer, Western; E. W. Ryan, Morrison; H. W. Davis, Madison. L. Anderson, Couch. 1875—J. Reilly, North Portland; O. S. Phelps South Portland; Thos. J. Dryer, Western; A. Bushwiler, Morrison; H. W. Davis, Madison; L. Anderson, Couch. 1876-7—C. S. Clark, North Portland; O. S. Phelps and C. Crich, South Portland; Thos. J. Dryer, Western; R. E. Bybee, Morrison; H. W. Davis,

would like to read." "You need not read it, it is bad law if it sustains your proposition, and I will not hear it. You may sit down. I will take the case under advisement on the other questions presented, and will announce my decision this afternoon at the opening of Court." Other business was taken up by the Court and it soon became Wait's duty to argue another case. After stating his position and presenting his argument, Wait quietly proceeded to read his authority bearing on the point in controversy, and among other cases he read the one which the Court had previously refused to hear, although it did not relate to the matter then in hand. Judge Pratt leaned forward and was on the point of administering a reprimand on the presumptuous attorney, but, evidently thinking better of it, settled back and listened without comment until the case was read, when Wait turned down the leaf and laid the book on the Judge's desk and proceeded with his argument. At noon Pratt took the book with him to his dinner table, and on resuming the Bench, announced his decision in favor of Wait, citing the case which had been forced upon his attention.

Judge Pratt on another occasion disbarred Col. W. W. Chapman because the latter filed an affidavit for his client, asking a change of venue on the ground that the Judge was biased and prejudiced against his client. Chapman drew the affidavit in general terms alleging prejudice, but the motion was disallowed on the ground that the affidavit was insufficient; whereupon an affidavit was filed which alleged the facts in detail relied upon to show prejudice. Judge Pratt called Chapman to account at once, and required him to show cause why his name should not be stricken from the roll. The result was that a judgment was rendered suspending Chapman from practice for two years and he was ordered imprisoned. A writ of error was however obtained from the Supreme Court, staying the proceedings before any real attempt was made to enforce Judge Pratt's order. At the December term, 1851, of the Supreme Court, at the opening of the Court, a motion was made for the admission of Chapman as an attorney of that Court; the objection was made that he had been suspended by Judge Pratt, but after taking the matter under consideration for a day or two, he was allowed to take the

oath and sign the roll as an attorney of that Court and in the meantime, while the matter was under consideration, he was permitted to argue a case before the Court.

Judge Pratt's term expired in 1852, and he opened a law office at Multnomah City, opposite Oregon City, for a while, but after a short time removed to California, where he has sustained the promise of his career in Oregon, and his reputation and his fortune has grown with his years.

Judge Nelson and Judge Bryant never held Court in Washington County, but the Portland lawyers were often before them when on the Circuit as well as when holding Supreme Court. A lawyer's business in those days, and for many years after Oregon had advanced to the dignity of Statehood, required him to "ride the Circuit" and to follow the Court in its peregrinations from county to county. So that, in a sense, the early history of the Bench and Bar of Portland is closely identified with that of the whole State. There were few Court Houses, and the accommodations at the hotels were often rude. One term of Court at Eugene City, at about this time, was held under an umbrageous oak tree. The mode of travel was upon horseback, and it was usual to stop at night at farm houses on the way. At the county seats, the lawyers, judges, litigants and witnesses boarded around at different houses, and as there were few public amusements, the evenings were generally spent in fireside conversations, where the time passed very pleasantly with jokes and stories. Sometimes, however, the rush of business during term time demanded midnight lucubrations, as was the case with Judge Wait on one occasion at Hillsboro. Amory Holbrook had been retained in an important case against some of the owners of the town site of Portland regarding a steamship, for some San Francisco people, and desiring to go East, employed Wait to take charge of the case in his absence. Wait was confronted by all the lawyers of note in the Territory. There were Chapman & Mayre, Hamilton & Stark, Lansing Stout, Boise & Campbell, David Logan and others from Portland, and Columbia Lancaster from Multnomah City, all interposing pleas and demurrers and raising every objection

that ingenuity could suggest. Poor Wait was almost submerged, but by dint of working all night, he was ready each morning for his antagonists and managed to hold his own.

Governor Lane, by proclamation, established three Judicial Districts, and assigned Judge Bryant to one, consisting of Vancouver and the counties immediately south of the Columbia, and Judge Pratt to the district called the Second District, which comprised the remaining counties in the Willamette Valley. There was no Judge in the territory at that time to sit in the Third District, which included the remainder of what is now the State of Washington. Judge Bryant was but five months in the territory. He returned to the East and resigned Jan. 1, 1851; and for nearly two years Judge Pratt remained the only Judge in the Court in Oregon.³²

Judge William Strong arrived by water in August, 1850, and Judge Nelson in April, 1851. On the same ship with Strong came General Edward Hamilton, territorial secretary, who subsequently took up his residence at Portland and became an active member of the bar there. He was associated for some years with Benjamin Stark, under the firm name, Hamilton & Stark.

Judge Strong's district was the Third and was wholly included within the present State of Washington, and he took up his residence at Cathlamet on the Columbia. Chief Justice Thomas Nelson had the first district, but when the controversy about the "Steamboat Code" and the location of the State capitol was at its

³² The *Statesman*, of date July 11, 1851, published at Oregon City, contains an editorial concurring with the sentiment expressed in a letter signed "Willamette" published therein, which was laudatory of Judge Pratt. This was drawn forth by some resolutions adopted at a public meeting held at Portland, April 1, 1851, called to adopt measures to prevent the escape and provide measures for the punishment of Jabe McName, a gambler who had killed William Keene in a dispute over a game of ten-pins. The resolutions were drawn by a committee of which Col. W. W. Chapman was the moving spirit, and were no doubt greatly biased by the political heat of the time, as well as by the personal feelings of some of the persons present at the meeting. It was resolved that, "The repeated and almost continual failure of holding Courts not only in this, the Second District, but in Oregon generally is highly injurious." It was complained that no Court had been held in Washington county since the previous spring and no Judge resided in the district to whom application could be made for the administration of the laws.

height, his district was cut down by the legislature to Clackamas county, only. He was a man of rather small stature, mild in manners, but firm in his opinions, and prompt and accurate in his decisions on questions of law. He was thoroughly educated, having graduated at Williams college and taken a course of medical lectures and spent some time in European travel before adopting the law as his profession.

At this time the administration of justice by the Courts was much interfered with by the violent political controversies and partisan warfare that divided the judges as well as the body of the people. Amory Holbrook, of Portland, the District Attorney of the Second District, was absent in the "States," and the Legislature essayed to appoint Reuben P. Boise, afterward a resident of Portland, in his place, but Chief Justice Nelson refused to recognize the authority of the Legislature in that respect and appointed S. B. Mayre, also of Portland, to act in that capacity at the Spring Term, 1852. On the expiration of Judge Pratt's term, in the Autumn of that year, C. F. Train was appointed in his stead by the President, but he never came to Oregon.³³

With a change of the administration at Washington, came a change in the offices of the Territory of Oregon, and instead of the existing judges, Pratt was appointed Chief Justice, with Matthew P. Deady and Cyrus Olney as associates. Pratt's name was withdrawn and that of George H. Williams was substituted. The new Judges held one term of Court, when Deady was removed and Obadiah B. McFadden was appointed in his stead, but he was removed to the new Territory of Washington almost immediately after, and judge Deady was reinstated.³⁴ His was the Southern Oregon District. Williams had that east of the Willamette, and Olney, west of that river. Each of these Judges held Court at different times at Portland,

³³ Judge Nelson left June, 1853, after two years in Oregon.

³⁴ It seems that Deady's removal and McFadden's substitution was owing to the fact that some political opponents of Deady's caused his commission to be made out with the use of a political nickname that had been made use of in some of the newspapers, instead of his proper name, and this was the cause for issuing another commission to McFadden, but the change, and the reasons for it were so unpopular in Oregon that Deady was soon reinstated.

for Multnomah County was now organized by the Legislature of 1854-55, and each of them has been a prominent figure at the Bench and Bar of Portland.

In 1853, the Legislature provided for two terms of the Supreme Court annually, to be held at Salem on the first Monday of December and at Portland on the first Monday of June. The first term of the Supreme Court held by the new Judges was at Portland. Judges Deady and Olney repaired thither and opened Court on the 20th day of June, 1853. The Clerk, Allan P. Millar, was absent on a trip to the East, and Ralph Wilcox³⁵ was appointed Clerk until further order, and, as the records, books and papers of the Court were not at hand, an order signed "C. Olney" and "M. P. Deady," without official designation, was carried by J. W. Nesmith, the Marshal, to Allan M. Seymour, the Deputy Clerk under Millar, at Oregon City, directing him to turn over the records. The next day the Marshal returned without the books and with a report that Seymour refused to produce them, whereupon an order of attachment was issued and Seymour was brought to Portland in the custody of Nesmith. Alexander Campbell filed interrogatories as Prosecuting Attorney, in behalf of the Territory, and Amory Holbrook attempted to be heard as Counsel for the prisoner, but the Court refused to hear him until the books were produced. Seymour said he was willing to deliver them to Millar's successor, on receiving a proper receipt upon being duly ordered to do so, but as they were in his custody and he had been ordered by Millar to take this course, he should decline until the proper receipt was tendered him. Seymour was ordered confined in the County Jail, and attempted to procure his release

³⁵ Wilcox was a native of New York, where he graduated in a medical college, subsequently removing to Missouri, was married in 1845 and emigrated to Oregon in 1846. He was a County Judge of Tualatin County in 1847, and afterwards a member of the Legislature several terms. After holding the office of Clerk of the Supreme Court a short time, he was appointed in 1856 to the office of Register of the U. S. Land Office at Oregon City, which office he held until 1858, and was then again elected County Judge of Washington County and again a member of the Legislature. July 3, 1865, he was appointed Clerk of the U. S. District Court at Portland, a position he held until April 18, 1877, when he died by his own hand. He was a genial man, a universal favorite with the bar, and though he had some weaknesses, he merited his popularity.

by *habeas corpus*, but Olney, before whom the application for the writ had been made in chambers, adjourned the hearing to the open Court, and on the return of the writ ordered him to jail, whereupon he agreed to surrender the records and go with the Marshal to the place where they were concealed. The Marshal brought the books to Court and the whole matter was dropped on Seymour's paying the costs, it appearing that he was acting under advice of Millar's sureties, and the Court taking into consideration his youth and his good intention. A number of appeal cases were heard at this term of Court, many being from Portland, as the law business there was already assuming importance, and among other business was the admission to the Bar of Benjamin Stark, Esq.³⁶

After the organization of Multnomah county, with Portland as the county seat, law business there increased greatly in volume and importance. The growth of the population and the business of the place accomplished this result. The first term of the District Court there was held by Judge Olney in a wooden building at the corner of Front and Salmon streets, known as Nos. 161 and 163 Front street, a small and ill-constructed building which was rented of Coleman Barrell, until 1867, when the present Court House was erected. The term was opened April 16, 1855, though as early as the 9th of February previous some confessions of judgment had been entered by the clerk in two cases against John M. Breck and William Ogden, in favor of Thomas F. Scott and John McCarty respectively. The first case called by Judge Olney was the case of Thomas V. Smith against William N. Horton; Messrs. Logan and Chinn appeared as attorneys for the plaintiff and asked for a nonsuit, which was granted. The same disposition was made of a num-

³⁶ The attorneys of the Territorial Supreme Court admitted before that time were : *December Term*, 1851, John B. Preston, David B. Brennan, Simon B. Mayre, A. Campbell, Alexander E. Wait, William T. Matlock, Cyrus Olney. *E. Hamilton*, W. W. Chapman, J. B. Chapman, Columbia Lancaster. *December Term*, 1852 : J. G. Wilson, Milton Elliott, James McCabe, Reuben P. Boise, G. N. McConaha, J. A. B. Wood, David Logan, Addison C. Gibbs, M. P. Deady, A. L. Lovejoy, A. Holbrook, B. F. Harding, L. F. Grover, G. K. Shiel, E. M. Barnum, James K. Kelly, R. E. Stratton, S. F. Chadwick, L. F. Mosher, C. Sims, M. A. Chinn, Delazon Smith, N. Huber. (Vol. 2, Sup. Ct. Records.)

ber of other cases, in some of which the same attorneys appeared and in others, Campbell & Farrar appeared. On the second day of the term defaults were entered in a large number of cases, the attorneys who appeared, besides those already mentioned, being Hamilton, Stark, McEwan, Wait and Marquam. A jury case was tried, William W. Baker, plaintiff, vs. George J. Walters, defendant, the verdict being returned in favor of the defendant. At the same term a number of cases for retailing spirituous liquors on Sunday were disposed of and one case wherein the defendant was accused of selling a gun to an Indian. Peter Espelding was admitted to citizenship.³⁷

The first County Court in Multnomah County began its term January 17, 1855. G. W. Vaughn was County Judge, and Ainslie R. Scott and James Bybee, Commissioners.³⁸ When the State was organized, the first term of the County Court was opened on the 4th day of July, 1859, with Hon. E. Hamilton as County Judge.

In addition to the leading members of the Portland Bar at this period, already mentioned, were W. W. Chapman and Amory Holbrook. The first of these to come to Portland was W. W. Chapman, who still lives, the oldest member of the Bar of the city. Frequent mention of him has been made in the preceding pages. Of late years he has not been engaged in active practice, but at the period of which we now speak he was prominent not only in legal affairs but in political as well. At the Bar, he was ever polite and dignified, a gentleman of the old school.

Holbrook, a young man of medium height, fair and good looking, came to Oregon in March, 1849, and was at this time in his prime. His abilities as an orator were of no mean order and his quick

³⁷ The first jury in Multnomah County consisted of J. S. Dickenson, Clark Hay, Felix Hicklin, K. A. Peterson, Edward Albright, Thomas H. Stallard, William L. Chittenden, George Hamilton, William Cree, Robert Thompson, William H. Frush, Samuel Farnam, William Hall, William Sherlock, W. P. Burke, Jacob Kline, Jackson Powell, John Powell.

³⁸ The following is a list of the Judges of the County Court of the State of Oregon for Multnomah County: E. Hamilton, 1858-1862; P. A. Marquam, 1862-1870; E. Hamilton, 1871-74; J. H. Woodward, 1875-78; S. W. Rice, 1879-82; L. B. Stearns, 1883-85; J. C. Moreland, 1885-86; John Catlin, 1886-90.

preception and ready knowledge of law combined to make him one of the foremost figures of the times. He was a member of the Legislature afterwards and a candidate for United States Senator, but his temperment, volatile and variable, led him to habits that interfered with the career of more than one of the brilliant lights of the Bar in these earlier days of its history. Moreover, he was noted for a certain biting humor which gave vent to numerous sharp sayings, which, though repeated with enjoyment by those who were not the subjects of his caustic sarcasm, made bitter enemies of others. His abilities as a lawyer never waned until his death at middle age cut him off.

David Logan was perhaps the greatest jury lawyer of his time. Like Holbrook, he had, as a contemporary has remarked, but one enemy, and that was himself. He was born in 1824 at Springfield, Illinois, and was a son of an eminent lawyer and Judge of the Supreme Court of that State. He came to Oregon in 1850, and settled in Lafayette but removed to Portland soon after. He was defeated as a candidate for the Legislature, in 1851. He served as a member in 1854, and ran unsuccessfully as a candidate for Congress in 1860 and again in 1868. He was a member of the Constitutional Convention. Logan had a large practice and was very popular. He was shrewd and sharp-witted and for twenty years held front rank at the Portland Bar. He was of medium size, light complexion, and had curly hair and a light mustache.

Another lawyer of this period worthy of special mention is Alexander Campbell, who was particularly well drilled in the principles of common law. He placed great dependence upon his books, carefully preparing his cases, and appearing in Court with an armfull of authorities on every occasion. He removed to California, after a few years in Oregon, and became a judge of the Supreme Court of that State and a leading member of the San Francisco Bar.

Mark A. Chinn and W. H. Farrar were bright men, and each was a partner of Logan for a time. Simon B. Mayre, a partner of Chapman in those days, had a good name. Benjamin Stark was in partnership with Hamilton, under the firm name, Hamilton & Stark for some time, as has already been mentioned. He was a member of

the legislature in 1853 and 1860 and was appointed United States Senator to fill the vacancy caused by the death of E. D. Baker, in 1861. He was accused of disloyal sentiments and some delay was occasioned before he took the oath, but was finally admitted. As one of the owners of the townsite and a wealthy man he attained some prominence, but for many years has resided in the State of Connecticut.

P. A. Marquam was also one of the first members of the bar of Portland, and served as county judge for some years. Of late years he has retired from practice, devoting himself to his private business affairs, which he has managed with success.

Judge Olney made Portland his place of residence, and though a somewhat peculiar man he was highly respected and was a modest and unassuming gentleman. He had a noticeable faculty for taking up all the circumstances and details of a case and arranging them in logical sequence into a persuasive argument. He was a member of the State Constitutional Convention, and later he removed to Clatsop county, and represented his district in the legislature in 1864. Gradually he retired from active legal practice, spending his last days quietly upon his farm. George H. Williams and he had been Circuit Judges in adjoining circuits in Iowa, where both were elected at the first State election of that State in 1847. Olney came to Oregon, where he was appointed by President Pierce, Associate Justice of the Supreme Court; and Williams, on being likewise appointed Chief Justice, followed him a few months after. They remained close friends until the death of Olney, and continued on the bench together until 1858, when both resigned.

During this period the Supreme Court, consisting of these two judges and Mathew P. Dady, passed upon many interesting and important questions, and by the decisions made in the District Courts as well as when the judges sat together as a Supreme Court, the practice was settled and many serious questions were set at rest. The cases that affected the town site are elsewhere treated of at length, and nothing more need be said here than that at this time and for many years afterward some of the most important litigation that engaged the attention of the Bench and Bar of Portland arose from this source.

One case that might be mentioned arose in Polk County in 1853, By writ of *habeas corpus* a colored man and his wife were brought before Judge Williams, and it appeared that they had been brought as slaves from Missouri, by Nathaniel Ford, and were being held by him as such in Oregon. After careful inquiry the Court decided that there could be no slavery in the Territory of Oregon, and that the slaves were freed when brought to free soil.

Many cases arose under the Donation Land Law, and in one of them³⁹ it was decided that an Indian wife of a white man was a married woman within the meaning of the Act, and capable of holding a half section of land, which decision it may be supposed affected not a few of the very early settlers in the Territory.

On the resignation of Judge Olney, Reuben P. Boise⁴⁰ was appointed Associate Judge of the Territory, and Judge Williams having also resigned, Judges Deady and Boise remained the only judges until the admission of the State in 1859.⁴¹ At the election of June, 1858, to provide officers for the new State, Matthew P. Deady, R. E. Stratton, R. P. Boise and A. E. Wait were elected Judges of the Supreme Court, and on the 20th of May, 1859, they met at Salem and drew lots for their terms of office. Boise and Stratton drew the six year terms and Wait the four year term, the latter becoming, by virtue of the Constitution, Chief Justice. Deady having in the meantime been appointed by the President, Judge of the District Court of the United States for the District of Oregon, did not qualify for the State Court, and P. P. Prim, of Jackson County was appointed in his stead, and at the election of 1860 was continued in office by vote of the people. These judges under the constitution were Judges of the Circuit Courts and sat together as a

³⁹ Randolph vs. Otis, 1 Or. 153.

⁴⁰ Boise who lived for some time at Portland has spent most of his life upon the bench of the Supreme and Circuit Courts of Oregon, and is at present Circuit Judge in the Third District. As a judge he has deserved honor, being recognized as fearless and upright, and by reason of his many years of experience, as well as his early education, is well fitted for his position.

⁴¹ The following Portland lawyers were members of the Constitutional Convention: M. P. Deady, J. K. Kelly, A. L. Lovejoy, Cyrus Olney, John H. Reed, L. F. Grover, Geo. H. Williams, David Logan, Reuben P. Boise and E. D. Shattuck.

Supreme Court at stated intervals.⁴² Of these, Wait represented the Fourth District, which included Multnomah County. He resigned in 1862 to run for Congress, but was defeated and settled down to the practice of his profession at Portland, and in the meantime William W. Page was appointed judge and held Court from May to September, 1862. In the election of that year, E. D. Shattuck was elected over Page, who was a candidate, and in the same year Joseph G. Wilson was appointed to the newly created Fifth District,⁴³ and the Court as thus constituted continued until 1867 without change in its personnel.

Soon after the creation of the State, provision was made by Congress for extending the judicial system of the United States over Oregon. A District Court was provided for, and Matthew P. Deady was appointed judge,⁴⁴ a position which he has since filled with dignity, until now, with the exception of one or two, he has been longer upon that bench than any of the Federal Judges of the United States.

J. K. Kelly was appointed District Attorney for the United States,⁴⁵ and Walter Forward, of Marion County, was appointed Marshal.

The first term of this Court was opened at No. 63 Front street, near Stark, on the third floor of the building, in 1859, and for many years the government afforded no better quarters for it, although the

⁴² By the Act of June 3, 1859, a term of the Supreme Court was directed to be held at the Seat of Government on the first Monday of December following, and thereafter at the Seat of Government, on the second Monday in December, and at Portland on the second Monday in July annually. By Act of October 17, 1862, one term was ordered to be held at the Seat of Government annually on the first Monday of September. This was again changed in 1872, 1878, 1880 and 1889, no provision being made for holding Court at Portland, but the Act of 1889 providing for one term each year at Pendleton.

⁴³ Act approved October 11, 1862, entitled "An Act to create the Fifth Judicial District, and increase the number of Justices of the Supreme Court."

⁴⁴ His commission was dated March 9, 1859.

⁴⁵ The District Attorneys of the United States have been—J. C. Cartwright, 1868-71; Addison C. Gibbs, 1872-73; Rufus Mallory, 1874-82; J. F. Watson, 1882-86; L. L. McArthur, 1886-90. Clerks—Hamilton Boyd, 1863-65; Ralph Wilcox, 1865-77; Edward N. Deady (*pro tem*) 1877; R. H. Lamson, 1877.

place was poorly adapted for its purpose. In 1871 the present government building was completed and the Federal Courts were assigned commodious and convenient quarters.

During the years that have followed the organization of this Court, the strong individuality of Judge Deady has made him a prominent and central figure in the history of the city. The events of his life are elsewhere related, and it is sufficient in this connection to repeat that his indefatigable industry and his retentive memory, together with his many years of experience in a Court whose broad jurisdiction embraces many of the most important cases litigated in the Northwest, and every variety of criminal and maritime cases, as well as actions at law and suits in equity, have combined to form the solid basis for an eminence that ambitious lawyers may strive for, but few attain. His personal appearance, always noticeable, is dignified and impressive when he is upon the bench, and the business of his Court is conducted with decorum and a due regard for the proper ceremonies of a court of law. Judge Lorenzo D. Sawyer, whose home is at San Francisco, has been Circuit Judge of the Ninth Judicial District, which includes Oregon, since 1873, and when business demands it, sits with Judge Deady on the bench of the Circuit Court at Portland. He is a careful and painstaking man, and an able and impartial judge. Associate Justice Stephen J. Field, of the Supreme Court of the United States also sits in the Circuit Court at Portland when business requires it, and Judge George M. Sabin, of the Nevada District, has relieved Judge Deady during a temporary absence of the latter from Oregon.

The attorneys already noticed as prominent at Portland before the admission of the State generally retained their position in this respect during the decade following. This period was noted for the brilliancy and ability of the bar. Judge Strong came up from his farm at Cathlamet in the winter of 1861-62, and soon secured a lucrative practice and a foremost station among the Portland lawyers. He became the regular counsel for the Oregon Steam Navigation Company, the richest and most powerful of corporations, and in criminal and civil actions he, with Logan and Holbrook, and afterward Geo. H. Williams, Shattuck, Reed, Stout, Gibbs, Grover,

Page, Wait and Kelly were perhaps the most prominent at that time. Mitchell and Dolph went into partnership in 1864 and by 1870 they too, were in the lead, while others had long since dropped out of the race.

In 1863 there were twenty-one lawyers in the city; five years after, the number had increased to forty-one. The population was growing rapidly, the census of 1865 showing 5,819 inhabitants, an increase of over a thousand in one year. Law business, particularly concerning land titles, was flourishing.

The County Court was presided over by P. A. Marquam for many years until 1870, when he was succeeded by Edward Hamilton; and Judge Shattuck of the Circuit Court gave place to W. W. Upton, who was elected in 1868 and served until September 1874. Hamilton had been in partnership for a time with H. C. Coulson, who was afterwards elected Clerk of Multnomah County and gave satisfaction in that office, as he was a genial fellow and a well trained lawyer.

Smith, Grover and Page were in partnership early in the sixties but J. S. Smith dropped out and Grover and Page continued together until Grover was elected governor in 1870. Logan was in partnership with Farrar, then with Friedenrich, who afterwards was city attorney for a short time; then after remaining alone for some time, went into partnership with Shattuck in 1868, and they soon after added Killen to the firm, and in 1871, Logan himself dropped out. Holbrook formed no partnerships. W. Lair Hill and Marion F. Mulkey formed a partnership in 1865 and were together a short time; Hill afterwards united with C. A. Ball as Hill & Ball, and in 1872 with W. W. Thayer⁴⁸ and R. Williams as Hill, Thayer & Williams. Stout and Larrabee and Larrabee, Stout & Upton, were quite prominent. Stout, an excellent lawyer and a consummate leader among men, acquired a large practice. A. E. Wait and J. K. Kelly were considered very able men and remained together as Wait & Kelly for some time.

The arrival of Ben Holladay in Oregon in 1868 marks the beginning of a new era in the history of the Bar of Portland. The railroad projects of the earlier part of the year were languishing and

⁴⁸ See sketch of his life, in biographical portion of this volume.

by dint of the free use of men and money, Holladay soon had control of the Oregon and California, and the Oregon Central roads. Mitchell & Dolph became the attorneys to represent his vast interests in the State. They were young men of ability and enterprise and well able to manage any business confided to them, and in a remarkably short time acquired a large practice representing the corporations and heavy commercial trade. When in 1876 this Holladay management of the railroads came to an end and the German bondholders took possession of them, Villard was put in charge and the firm of Mitchell & Dolph was continued as the attorneys. In 1877, the Oregon Steam Navigation Company was absorbed by the Oregon Railway & Navigation Company and Mitchell & Dolph became its attorneys, Strong practically retiring from business at this time, though his business has since been successfully carried on by his sons Thomas N. and Fred. R. Strong, who were for some time associated with him under the name Wm. Strong & Sons. From the inception of the railroad enterprises in 1867, the railroads furnished a great deal of important business for the attorneys, both in and out of court, and other corporation business has grown in volume and importance.

Early in the seventies, other firms grew into prominence. J. W. Whalley and M. W. Fechheimer, as Whalley & Fechheimer, succeeded to a large commercial business, particularly in connection with the United States bankrupt law. W. H. Effinger, an elegant and eloquent orator, and Richard Williams, who had lately removed from Salem, won a large damage suit at The Dalles against the O. S. N. Co., and subsequently each acquired a large and lucrative practice. Effinger gave little attention to business after a few years of success, and finally in 1887 removed to Tacoma. Williams, on the other hand, associated with Thayer as Thayer & Williams for many years, and later of the firm of Williams & Willis and R. & E. B. Williams, has developed with his years and still holds the full measure of the honor and success his earlier practice foreshadowed. John Catlin, E. A. Cronin, Raleigh Stott, men differing in character, were all successful. When Mitchell was elected senator in 1872, the firm Dolph, Bronaugh, Dolph & Simon, was organized as successors to Mitchell & Dolph,

consisting of J. N. Dolph, Earl C. Bronaugh, C. A. Dolph and Joseph Simon. Among the younger men of ability of this period, and who still sustain the reputation they gained at this time are Geo. H. Durham, H. H. Northup, H. Y. Thompson, W. B. Gilbert and H. T. Bingham. Hill, Durham & Thompson were together for a time and then Williams, Hill, Durham, Thompson & Mays organized as a firm, with a firm name only equalled in length by the firm of later times consisting of Stott, Waldo, Smith, Stott & Boise. Length of firm name seems to have been popular with the Portland bar, as is illustrated in the modern cases of Dolph, Bellinger, Mallory & Simon, and Whalley, Bronaugh, Northup & Deady, and Mitchell, McDougall, Tanner & Bower. Caples & Mulkey and Northup & Gilbert were two well known firms for many years, until the one was dissolved by the death of Mulkey and other by mutual consent. Bellinger was associated with Burmester for some time, and, after serving a time upon the bench as Circuit Judge, succeeding Shattuck in September, 1878, he united with Gearin as Bellinger & Gearin and later joined the firm mentioned above, while Gearin and Gilbert formed a new firm. Killen & Moreland in 1882, Mitchell & Dement, Adams & Welty, and McDougall & Bower in the same year, and later Watson, Hume & Watson, Woodward & Woodward, Smith, Cox & Teal, Johnson, McCown & Idleman, are among the notable associations. Besides these there are many of equal prominence who have either formed no partnerships or are better known aside from their affiliations of that kind, a separate enumeration of whom would extend this chapter far beyond its prescribed bounds. No attempt has been made in referring to those we have mentioned to choose between men, or to make any invidious selections, but our aim has been briefly to notice in a general way the groups into which the bar has divided itself from time to time. The whole number of lawyers at the Portland bar in 1889, was 122.

Judge E. D. Shattuck, of the State Circuit Court was succeeded by Judge W. W. Upton, in 1868. He held the office until in turn succeeded by Judge Shattuck in 1874, who retired 1878. In that year the Legislature reorganized the judicial system of the State by providing for the election of the Judges of the Supreme Court and

Circuit Courts in separate classes, and in accordance with the provisions of the Act, the Governor appointed three Judges of the Supreme Court, one of whom, J. K. Kelly, was from Portland, and another, R. P. Boise, had formerly resided there, the third was P. P. Prim, of Jacksonville. C. B. Bellinger was appointed to succeed Shattuck in the Fourth Circuit. The Circuit Judges now had no connection with the Supreme Court and could devote their attention to the business in their circuits, which, particularly in Judge Bellinger's district, had grown to such proportions as to tax the capacity of a single judge for work. The Fourth District included the counties of Multnomah, Clackamas, Washington, Columbia and Clatsop; a different arrangement was made in the year 1882, by which Multnomah itself constituted the Fourth District. Bellinger was an able judge, and gave universal satisfaction. He was prompt and attentive to business and quick to perceive and apprehend. When he retired in 1880 he had an established reputation for legal ability that soon brought about him his old clients with many new ones, so that he has had a growing prosperity and has maintained a foremost position at the bar. Raleigh Stott, who had been District Attorney, succeeded him as judge. He, too, proved a man of ability and an honorable and upright judicial officer. The growth of the community and the increasing business of the Court, kept him constantly occupied, while the meager salary of the office illy compensated for its exactions. He resigned in 1884, and the members of the bar presented him with a handsome testimonial of their appreciation of his merits. On the petition of the bar, Seneca Smith was appointed in his stead, and held the office for the remainder of the term, to 1886. He at once adopted new rules for the purposes of expediting business, and devoted unremitting efforts to prevent the accumulation of cases. The Legislature of 1885 relieved him by dividing the Court into two departments and providing for the election of another Circuit Judge in the district. Judge Loyal B. Stearns, of the County Court, was appointed to the office until the regular election, and Julius C. Moreland to the vacancy thus created in the County Court. At the election of 1886, Stearns and Shattuck were chosen for the full term of six years as

Circuit Judges, and John Catlin for the term of four years, as County Judge. Of their conduct in these offices, nothing more need be said than that they have faithfully and earnestly devoted themselves to their work, and have fully sustained their honorable reputations previously earned, which led to their selection for the important trust.

Without commenting upon individual cases of public interest and of historic importance that have come before the Portland Courts for trial, it may be said that as trade and population have developed, litigation of all kinds has increased and Portland have furnished nearly one half of the business of the Supreme Court of the State and the greater part of that in the United States Courts. The cases of the United States against Randall, postmaster of Portland, was watched with interest by Portland people and the public took sides for or against the defendant, who was accused of embezzlement. He was finally convicted, but still his friends were confident that he was innocent and he was at once given a prominent position of trust in the office of the Oregon Steam Navigation Company, which he held for some years. Pending trial, and long after, the newspapers were full of the case, and excitement ran high. Strong and Logan, who were pitted against each other in this case, had a spicy newspaper correspondence afterwards; Strong still declaring the innocence of his client, and Logan insisting that he was guilty. The latter quieted his opponent with his last contribution by his sarcastic reference to the feelings that must rankle in his breast at the thought that the innocent client he defended was suffering the pains of conviction.

Another criminal case that was watched with unusual interest, was the cases against Archie Brown, James Johnson and Joseph Swords, who, on the 23d of August 1878, entered the pawnshop of one O'Shea, locked the door behind them, knocked O'Shea senseless, and took from his safe, near where O'Shea was assaulted, some articles of value. They were seen leaving the shop, and being closely pursued by a constable, stopped and Brown fired at him but missed him and killed a boy, Louis Joseph. They then leaped into

a wagon standing near by and made their escape, but were finally taken, tried and convicted of murder in the first degree, after an exciting trial, and were finally executed.

The most remarkable litigation, however, is the series of cases known as the Holladay cases. Ben Holladay, whose name appears more than once in these pages, was the prince of borrowers, and among other creditors for large sums, was his brother Joseph. The two men were as unlike in appearance and character as though they were of different ancestors; Ben being a high liver, a spend-thrift, a man of gigantic schemes and boundless ambition, who scattered his own money and the money of every one on which he could lay hands broadcast in support of his extravagant habits and his numerous projects; Joseph, on the other hand, made money by saving it and accumulating interest. He had no projects, no enterprises, no ambitions. He was crafty, stubborn and full of prejudices. As early as 1873, Ben began to make conveyances of property in Oregon to Joe to secure him for money borrowed from time to time, and in 1876, when Ben removed from Oregon to Washington City, Joe, by assignments of stock and deeds of real estate absolute upon their face, but which were intended as mortgages, had title to all that Ben possessed. Ben came back from Washington in 1884 and demanded his property from Joe, professing to be ready to pay his claim. Joe then set up a claim that he was the real owner of the property; that the conveyances to him were absolute, and not intended as mortgages. Ben began suit to have the conveyances declared mortgages, and to redeem the property. The litigation lasted three years, and the result was that the conveyances were declared mortgages, and the amount of Joe's claim against the property was fixed at \$315,000. In the meantime, Ben's other creditors had begun suit to have the conveyances to Joe set aside as being in fraud of their rights. During the litigation between Ben and Joe the property had been put into the hands of a receiver. After the decree was made in the Supreme Court, fixing the amount of Joe's lien against the property, and ordering that the property be sold to pay it, Ben and Joe made an agreement subject to ratification by the principal creditors, by which it was stipulated that Joe would post-

pone the enforcement of his decree for three years, and as part of his agreement with Ben, he released from his lien and turned over to a trustee, for a number of pressing creditors, the stock of the Oregon Real Estate Company; and George W. Weidler, as such trustee, assumed charge of the property for the benefit of those creditors. In consideration of this it was further stipulated that Joe's lien should be increased to \$340,000, on account of some claims which the Supreme Court had allowed. It was also stipulated that Joe and Geo. W. Weidler should be made receivers of the property in place of D. P. Thompson, who had previously been acting as such, and they were appointed accordingly. The stock of the Oregon Real Estate Company, which comprised the Holladay Addition to East Portland, was sold and paid off a great many of Ben Holladay's debts, all in fact known to be in existence at the time the property was released by Joe, and including lawyers' fees amounting to considerably over \$100,000. The agreement extending the time before enforcement of the decree to three years also provided that Ben might redeem the several portions of the property before the expiration of that time upon paying off stated portions of the debt in accordance with an agreed schedule, and this was done with a portion of the property, by selling it and applying the price on the debt. Ben died on the 8th day of July, 1887, leaving a will dated in 1875, by which Joe was nominated as one of his executors, and he being the only one named residing in the State and qualified to act, was accordingly appointed by the County Court. A case involving Joe's right to act in this capacity went to the Supreme Court and was decided in his favor. There were many creditors insisting upon payment of their claims, but the property was steadily advancing in value and no attempt was made to redeem the property. As the period for redemption drew to a close Joe was removed from the executorship, and James Steel was appointed administrator of the estate. This was also appealed to the Supreme Court and affirmed. Esther Holladay, the wife of Ben, died soon after him, leaving a will under which Rufus Ingalls was appointed executor, and also providing for his appointment as guardian of her children, but though he qualified for both trusts, he was subsequently

removed from the guardianship on the ground that the law of Oregon did not permit the appointment of a testamentary guardian by a mother. Another guardian was appointed by the Court. On the expiration of the three years, Joe ordered an execution out, but recalled it before the sale. Upon a showing made to the Circuit Court, an order then was made requiring the receivers to join with the administrator of Ben's estate in making a sale of the mortgaged property, the County Court having already directed the administrator to take that step. The attempt proved abortive, however, as Joe refused to sign the notice of sale. After fruitless attempts to obtain his acquiescence and co-operation, a warrant was issued for his arrest for contempt and he was brought to Portland, in charge of an officer, from the seaside where he had been sojourning, but he escaped and fled to Washington and then to British Columbia. He finally returned and by agreement and consent of the Court a nominal fine was imposed upon him and he caused execution to issue upon his decree, and the property was finally sold at sheriff's sale. The result was that Joe was paid, principal and interest, in December, 1889, after five years of expensive litigation, and a large amount of money and property was left in the hands of the administrator for the benefit of the creditors of the estate. Meantime, innumerable suits by creditors and others had been instituted, and the dockets of all the Courts have been crowded with cases connected in some way with the Holladay property. A fortune has been spent in attorneys' fees and Court expenses, and the end is not yet.

Another famous controversy in the courts was known as the Goose Hollow War in the newspapers, and involved a disputed boundary line between two Irish families. The case assumed a great importance because of the litigious inclinations of the parties, which manifested itself in suits and counter-suits both civil and criminal, until the whole city was familiar with the case. The Hollands, Patrick and Margeret, who were parties to those suits have, since the boundary line was settled, found other subjects for litigation, and have in one case or another, employed nearly every attorney in Portland.

History is best written from a distant standpoint. The perspective afforded by the lapse of years, makes it possible to view men and events objectively and to avoid many of the difficulties of describing the affairs of our own times. But, in general, it may be said that the present generation at the Bench and Bar at Portland, compares favorably with the lawyers of other cities of the Union.

In point of morals, notwithstanding the city has long been the representative city of the far Northwest, it is remarkable how few of the lawyers have failed to maintain the high standard of the profession; and while it is true, perhaps, that the average western lawyer is less profound and not so much inclined to theoretic analysis and to nice discriminations as those of older cities, yet for ready perception of the points in issue in their cases, they are second to none. A feeling of good fellowship prevails—the young beginner and the new comer find cordial welcome. The contests of the Court room, however warm or acrimonious, are forgotten when over.

The relations of the Bench with the Bar have moreover always been most friendly and pleasant.

The following is a list of attorneys who have practiced at the Portland Bar:

V. S. Anderson, J. E. Atwater, Henry Ach, W. H. Adams, G. G. Ames, G. W. Allen, E. M. Atkinson, C. Beal, Patrick Bull, Robt. E. Bybee, E. C. Bradshaw, E. C. Bronaugh, Octavius Bell, C. B. Bellinger, T. Burmester, C. A. Ball, H. T. Bingham, C. Buchanan, J. J. Browne, R. A. Bingham, W. S. Beebe, J. M. Blossom, Jr., J. Bowser, W. T. Burney, J. V. Beach, J. Bentgen, J. J. Ballery, E. W. Bingham, George A. Brodie, J. Bourne Jr., J. Baldwin, Alex. Bernstein, L. Burton, C. R. Barry, A. S. Bennett, W. L. Boise, George A. C. Brady, P. J. Bannon, J. S. Beall, J. F. Boothe, B. B. Bukman, M. L. Bergman, Clarence Cole, H. A. Copeland, W. W. Cotton, W. W. Chapman, J. Catlin, J. G. Chapman, E. A. Cronin, C. M. Carter, J. F. Caples, Geo. E. Cole, Jno. C. Cartwright, John Creighton, Arthur Chrisfield, F. Clarno, B. I. Cohen, Jas. A. Campbell, P. O. Chilstrom, R. D. Coy, C. J. Curtis, Chas. H. Carey, C. H. Carter, M. R. Chambers, W. H. Chaney, W. H. Clagett, H. M. Cake, F. D. Chamberlain, Raphael Citron, A. R. Coleman, S. W. Condon, L. B. Cox, G. T. Cromer, Wm. M. Cake, Alex. L. Campbell, J. N. Dolph, Cyrus A. Dolph, G. H. Durham, O. N. Denny, W. Dodge, H. C. Dray, Sidney Dell, B. F. Dennison, R. M. Dement, J. Danziger, W. B. Daniels, F. V. Drake, E. N. Deady, Paul R. Deady, E. J. Dahms, O. E. Doud, C. R. Darling, B. F. Dowell, J. Frank Davis, John Ditchburn, D. M. Donough, V. DePui, James M. Davis, A. C. Deupree, M. Elliott, D. M. Edmunds, W. H. Effinger, W. L. Evans, W. M. Evans, A. C. Emmous, R. W. Emmous, R. I. Eaton, H. H. Emmous, W. W. S. Eberle, W. H. Farrar, David Fredenrich, M. W. Fecheimer, A. French,

M. C. Fitzgibbons, A. S. Frank, William Foley, A. L. Frazer, Wm. D. Fenton, J. C. Flanders, L. F. Grover, A. C. Gibbs, T. J. Geisler, H. A. Gehr, James Guthrie, C. A. Gardner, Jos. Gaston, J. Garwood, D. Goodsell, W. C. Gaston, W. B. Gilbert, G. W. Gardiner, John M. Gearin, M. C. George, W. M. Gregory, James Gleason, Thos. Gordon, Hudson Grant, S. H. Green, J. F. Grey, W. W. Gibbs, J. A. Gill, R. R. Giltner, Jos. S. Gage, H. W. Hogue, G. F. Holman, E. Hamilton, E. W. Hodgkinson, Amory Holbrook, J. J. Hoffman, W. Lair Hill, R. F. Hensill, D. B. Hannah, J. J. Henderson, S. Heulat, O. Humason, Ellis G. Hughes, L. Holmes, W. H. Higby, Enoch Howe, E. D. Ham, F. V. Holman, E. T. Howes, C. F. Hyde, C. H. Hewitt, M. B. Harrison, V. R. Hyde, C. P. Heald, S. R. Harrington, C. R. Holcomb, W. T. Hume, John Hall, F. M. Ish, C. M. Idleman, H. D. Johnson, J. W. Johnson, Dewitt C. Jones, W. F. Jones, W. C. Johnson, T. E. Johnston, Henry Jacobs, S. A. Johns, Ira Jones, F. B. Jolly, J. K. Kelly, B. Killen, Peter G. Koch, C. M. Kincaid, Fred. L. Keenan, D. P. Kennedy, W. W. Knott, A. T. Lewis, C. E. Lockwood, Geo. W. Lawson, D. Logan, D. W. Lichenthaler, C. H. Larabee, A. J. Lawrence, Lafayette Lane, A. L. Lovejoy, C. Lancaster, M. O. Lowsdale, Geo. W. Lawson, A. Lenhart, S. B. Linthicum, W. M. Locke, A. W. Llewelyn, Mary A. Leonard, H. J. Moses, P. A. Marquam, W. L. McEwan, E. W. McGraw, J. H. Mitchell, M. F. Mulkey, L. F. Mosher, J. F. McCoy, S. A. Moreland, O. P. Mason, A. J. Moses, F. O. McCown, I. A. Macrum, Rufus Mallory, E. Mendenhall, J. C. Moreland, C. J. McDougal, F. Metzgar, C. F. McCormac, H. E. McGinn, E. W. Morrison, Pierce Mays, Wirt Minor, R. L. McKee, E. H. Merrill, M. C. Munley, Wm. H. Merrick, W. Y. Masters, E. J. Mendenhall, Newton McCoy, Frank P. McMullen, U. S. G. Marquam, R. G. Morrow, Wallace Mount, J. C. McCaffrey, R. D. Murphy, C. W. Miller, J. T. Milner, W. T. Muir, G. G. McGinn, H. H. Northup, B. L. Norden, W. S. Newbury, H. B. Nicholas, James S. Negley, W. L. Nutting, James L. Onderdonk, Thos. O'Day, E. L. Peet, Harold Pilkington, W. W. Page, Chas. Parrish, P. D. Parks, S. Pennoyer, T. W. Pittenger, C. A. Petrain, O. F. Paxton, A. Paffenberger, J. N. Percy, J. M. Pittenger, J. W. Paddock, L. L. Porter, J. H. Reed, E. F. Russell, S. W. Rice, J. W. Robb, G. E. Robinson, J. H. Roberts, J. C. S. Richardson, B. Y. Roe, Sanderson Reed, J. S. Smith, Eugene Semple, W. P. Scott, Alex. Sweek, Wm. Strong, George V. Smith, Alanson Smith, J. H. Stinson, L. O. Stearns, H. C. Small, E. D. Shattuck, J. W. Stevens, Thos. Smith, P. C. Sullivan, Walter V. Smith, Raleigh Stott, Joseph Simon, Fred. R. Strong, T. V. Shoup, Syl. C. Simpson, T. N. Strong, Loyal B. Stearns, H. Suksdorf, J. R. Stoddard, A. F. Sears, Jr., Seneca Smith, V. K. Strode, L. Scott, X. N. Steeves, Milton W. Smith, T. J. Smith, T. A. Stephens, J. B. Scott, Geo. W. Sproule, S. R. Stott, E. J. Searle, F. A. E. Starr, J. Silverstone, N. D. Simon, Zara Snow, Wm. E. Showers, James Summers, Sidney Smith, W. F. Trimble, W. W. Thayer, H. Y. Thompson, A. H. Townsend, Albert H. Tanner, David Turner, — Todd, Alfred Thompson, J. N. Teal, W. E. Thomas, J. B. Thompson, R. H. Thornton, G. H. Thurston, Cornelius Taylor, Claude Thayer, W. W. Upton, James Upton, C. B. Upton, J. S. M. VanCleve, George H. Williams, A. E. Wait, Leopold Wolff, James A. Waymire, J. W. Whalley, Charles Warren, John C. Work, John B. Waldo, M. S. Whest, R. Williams, J. H. Woodward, C. H. Woodward, D. W. Welty, Thornton Williams, P. L. Willis, C. B. Watson, J. R. Wheat, E. B. Watson, A. J. Welch, L. H. Wheeler, T. Brook White, C. E. S. Wood, John K. Wait, J. F. Watson, J. D. Wilcox, E. B. Williams, George L. Woods, Henry Wagner, T. H. Ward, G. W. Yocum, G. D. Young.

CHAPTER XII.

CHURCHES, BENEVOLENT ORGANIZATIONS AND HOSPITALS.

Methodist, Catholic, Congregational, Episcopal, Baptist, Presbyterian, Jewish, Unitarian, Lutheran, German Reformed and Christian Churches—Ladies' Relief Society—Childrens' Home—German Benevolent Association—Boys and Girls Aid Society—City Board of Charities—Portland Woman's Union—Kindergarten Association—Oregon Humane Society—Portland Seaman's Friend Society—St. Vincent's Hospital—Good Samaritan Hospital—Portland Hospital.

THE advent of religious teachers in this portion of the West had an important bearing upon its history and destiny. Those of the Protestant faith became prominent factors in securing American settlement and occupation of the country which resulted in the acquisition of the Territory of Oregon to the United States. The part they bore in the long struggle for possession of this great domain—an empire within itself—has been treated of in preceding pages and needs here no further elaboration. They came at first solely moved by religious motives, but the conditions that surrounded them induced them to play a part of the utmost consequence to their country. Their purely religious mission became in the progress of events a semi-political one—a departure entirely excusable on the ground of patriotism, good morals and common sense.

No organized effort was made to christianize the Indians of the Columbia, until several years after the country had been visited by American explorers. It was not until 1832 that the missionary societies of the East concluded to send religious teachers among the Aborigines of the Pacific Slope. The matter was then taken hold of by the Methodist Board of Missions and the American Board of Commissioners of Foreign Missions, a society supported by the Congregational, Presbyterian and Dutch Reformed denominations. The Methodists were the first to take the field. Rev. Jason Lee was given direction of the work, and associated with him were Rev. Daniel Lee, Cyrus Shepard and P. L. Edwards. This missionary party arrived in the Willamette Valley in 1834, and established a mission station ten miles below the present city of Salem. Somewhat briefly

persons. The first pastor was Rev. J. N. Dennison. Rev. J. W. Bushong is the present pastor. The church building is located on the corner of Ninth and J streets.

Grace M. E. Church was organized in April, 1884, at which time several member withdrew from the Taylor street church to perfect the organization. Rev. E. W. Caswell was assigned to the new society, under whose labors a neat chapel was built at the corner of Eleventh and Taylor streets. The society grew rapidly and soon numbered among its members many of the most prominent citizens of Portland. The quarters first erected soon became too small for the large congregations which gathered at the chapel, and the erection of the present beautiful church edifice on the corner of Tenth and Taylor streets was begun. This building was completed at a cost of \$55,000 and dedicated on December 15, 1889. It has a seating capacity of 780. In general architecture the style is colonial. The main tower is principally of stone. The entrance is of the same material in form of an arch and is an impressive and pleasing piece of work. While the superstructure is of wood, the general finish and appearance is such as to give the impression of a stone building throughout.

Rev. Ross C. Houghton, D. D., the present pastor, succeeded Mr. Caswell in October, 1887. He has passed many years in the ministry; has traveled extensively, and is a popular author. His ministration has given great satisfaction to the congregation. Although this church has had an existence of only a little more than five years it stands third in number of members in the Oregon conference, and is regarded as a most desirable appointment.

The German M. E. Church was organized in 1880. A church edifice has since been erected at the corner of North Eighth and D streets where services are conducted in the German language. Rev. Frederick Bohn was the first pastor. He was succeeded by Rev. J. C. Sinclair. Rev. Frederick Bohn again became pastor in 1885, serving until 1888, when Rev. George Hartung, the present pastor, succeeded him.

The Norwegian-Danish M. E. Church was organized in November, 1882, by Rev. C. J. Larsen with fifteen members. At that time meetings were held in a chapel on Third street. Great interest

was awakened by these services and but a short time elapsed until a lot was purchased by the congregation on the corner of Twelfth and D street, where a neat and commodious church has since been erected. Rev. C. J. Larson still officiates as pastor.

The Methodists have been foremost in the establishment of mission branches of this denomination in the vicinity of Portland during recent years.

The East Portland M. E. Church, organized in October, 1887, with a new house of worship on the corner of Tenth and Adams streets, dedicated in February, 1890, is the outgrowth of their work in this direction. The Albina M. E. Church, corner of Russell and Kirby street is also of recent growth. Both of these churches are presided over by Rev. G. M. Pierce, under whom they are enjoying great prosperity. For several years a Chinese mission has been sustained, of which Rev. Andrew J. Hanson is superintendent.

The Zion M. E. Church corner of Main and Eleventh streets, was built in 1881, and is a house of worship for the Africans of Portland. At present no regular pastor is stationed over this congregation and services are only occasionally held.

In membership the Methodists outnumber any other religious denomination in Portland except the Catholics. At the Annual State Conference of 1889, the number of members belonging to the Taylor Street, St. Paul's and Grace churches of Portland; the Centenary and Adam's Street churches, of East Portland, and the Albina church was reported as 1,340.

The Catholics followed the Methodists in point of time in the establishment of churches in Oregon. As early as the winter of 1839-40 they erected a church at Champoege, in the Willamette Valley, although for some years previously they had been steadily making converts to their faith among the Indians. In 1838 Rev. F. N. Blanchet and Rev. Modiste Demers were appointed by the Archbishop of Quebec as missionaries to the Pacific coast country, the former as vicar-general. For four years they toiled alone in their mission field which extended from the Pacific coast to the Rocky Mountains, between the California boundary and the northern glacial sea. They were then joined by other laborers in religious work and

from that time the Catholic faith has been upheld by able and conscientious workers.

The first movement toward the erection of a Catholic church in Portland was commenced in the fall of 1851, at which time Rev. James Croke was authorized by Archbishop Blanchet to solicit donations for the purpose. About \$600 was secured through subscriptions from residents of Portland, with which half a block of ground was purchased from Capt. J. H. Couch, somewhere in the vicinity of Sixth and D streets, and the building commenced.

During the erection of the church, the few Catholics who were then in Portland, used to assemble at the residences of Catholic families, until the completion of the little sacristy at the end of the church, where for the first time midnight mass was celebrated at Christmas, 1851. By February, 1852, the work was sufficiently advanced to have the building dedicated, the services being performed by Archbishop F. N. Blanchet, assisted by Very Rev. J. B. Brouillet, Vicar-general of Nesqually and Rev. James Croke, pastor. The edifice itself at this time was a mere shell, the inside walls being covered with cotton cloth, and the sanctuary and altar with Chinese matting.

The church remained on the original site until 1854, when it was moved to the site now occupied by the Cathedral of the Immaculate Conception, on the corner of Third and Stark streets. Here the building remained for the next ten years without change. When in 1862, the Most Rev. Archbishop removed from Oregon City to Portland, this humble church became the pro-Cathedral. In October, 1863, Very Rev. J. F. Fierens, V. G., was appointed to take charge of the pro-Cathedral. By this time the congregation had so increased as to require a larger building. Under Vicar-general Fierens, two wings were added to the main building which were completed in the fall of 1864, the first service in the enlarged church being celebrated on Christmas day of that year. Seven years later it again became necessary to enlarge the building to meet the needs of the congregation. This was accomplished between August and October, 1871. During the next seven years, the Catholic population of Portland had so increased that it was found necessary

to erect a larger building. The old edifice was removed and in its place was built the present Cathedral of the Immaculate Conception. It is a Gothic structure fronting on Stark street. It was dedicated in 1882, and at present is completed with the exception of the main tower. Very Rev. J. F. Fierens, V. G., has been pastor of this church since 1863, but for several years past he has had from one to two assistants. The present assistants are: Rev. Edward O'Dea and Rev. J. Northman.

Since 1862 Portland has been the residence of the Archbishop of the Diocese of Oregon. Archbishop Blanchet continued in charge of the Diocese until his death in 1885, when the Most Rev. Wm. H. Gross was appointed.

The Cathedral of the Immaculate Conception remained the only Catholic house of worship in this vicinity until 1874, when St. Francis Church in East Portland was built. On January 9, 1882, this church, which stood on the corner of Eleventh and J streets, was blown down by the memorable storm of that date, after which the present edifice was built on the same site. Rev. L. Verhaag is pastor of this church.

The next Catholic house of worship erected was the Church of St. Lawrence, on the corner of Third and Sherman streets, built in 1883. In 1886 St. Joseph Church, on the corner of Fourteenth and C streets, was built; and in 1888, St. Patrick's on S street, between Eighteenth and Nineteenth streets, and the Church of the Immaculate Heart of Mary, in Albina. In the Church of St. Joseph the services are conducted in the German language. The pastors of the churches last named are as follows: Church of St. Lawrence, Rev. B. Orth; St. Patrick's, Rev. P. Gibney; Church of St. Joseph, Rev. Dr. Albert Sommer; Church of the Immaculate Heart of Mary, Rev. G. B. Van Lin.

According to the best authority the present Catholic population of Portland and vicinity is between 7,000 and 8,000.

The first Congregational minister in Oregon was Rev. Harvey Clark, an independent missionary, who organized a church in Oregon City in 1844. In 1847 the American Home Missionary Society sent Rev. George H. Atkinson and wife to labor in Oregon. In the

early part of 1848 Mr. Atkinson held two services in Portland, one in a log shingle shop, and the other in an old warehouse, the congregation crowding in among bales and boxes of goods. Occasional services were afterwards held by Mr. Atkinson and Revs. Harvey Clark and C. Eells.

In November, 1849, Rev. Horace Lyman and wife arrived. Mr. Lyman had been sent out by the Home Missionary Society in 1847, but remained at San Jose, California, one year engaged in teaching. After his arrival in Portland he at once began the work of building up a church. In 1850, one of the town proprietors, D. H. Lownsdale, gave the ground and the citizens made liberal donations to carry out the project. With this assistance Mr. Lyman began the erection of a church building at the South end of Second street. Much of the manual labor connected with the task was performed by this zealous minister, and so hard did he work that he fell ill from over-exertion. He soon, however, rallied and prosecuted the work with such vigor that the building was completed and dedicated June 15, 1851. Revs. George H. Atkinson, J. S. Griffin and Harvey Clark assisted Mr. Lyman in the dedication ceremonies. The building was 32x48 feet in dimensions; had a belfry and a small spire and cost \$6,400. Mr. Lyman was pastor for four years and a half when he removed to Dallas. For a year and a half thereafter Rev. Geo. H. Atkinson officiated as pastor but continued during this period to reside at Oregon City. In November, 1855, Rev. P. B. Chamberlain was installed pastor. During his pastorate, which covered a period of over five years, a large number of the congregation withdrew to form another Presbyterian Church, as had been the case during Mr. Lyman's pastorate, but both movements were unsuccessful. When Mr. Chamberlain's labors closed, in March, 1862, the church was in a very weak condition, and for more than a year thereafter was without a settled pastor.

In July, 1863, Rev. George H. Atkinson became pastor and under his labors many were added to the church. In 1870, the old house of worship became too small for the congregation and the present church building on the corner of Second and Jefferson streets was begun. It was finished in the following year and first used on

August 6, 1871. During the labors of Dr. Atkinson, which continued until December, 1872, the church made substantial progress and was placed on a firm basis.

Dr. Atkinson was followed by Rev. J. D. Eaton, who remained until May, 1876, when he resigned to enter another field. For a year and a half thereafter Rev. J. H. Acton, of the Methodist church, supplied the pulpit. In April, 1877, Rev. J. A. Cruzan became pastor. He was succeeded by Frederick R. Marvin in 1883, who remained three years, when the present pastor, Rev. T. E. Clapp, assumed charge of the congregation.

During Dr. Atkinson's pastorate Plymouth Church congregation was organized, in 1871, and soon after the present church building on the corner of Fourteenth and E streets was erected. For some years Dr. Atkinson officiated at both churches, but in 1880 Rev. E. P. Baker assumed charge of the Plymouth congregation. The latter remained but a short time and since that time the following pastors have been stationed at different times over this church: Revs. E. R. Loomis, George H. Lee, George H. Atkinson and Ezra Haskell. The present pastor is Rev. C. T. Whittlesey.

The Mount Zion Congregational Church was also established through the efforts of the members of the First Church. It was organized in 1879 and during its early existence was almost wholly dependent on the First Church. It has now become self-supporting and for several years has been presided over by Rev. A. W. Bowman.

The first Episcopal clergyman who came to Oregon was the Rev. St. M. Fackler. He crossed the plains in the year 1847, in search of health. The first services of the church of which we have any record were held by him in Oregon City in 1847. His health continuing poor, however, he made no efforts to establish anywhere any stated services or to organize a parish.

It was not until 1851 that any definite steps were taken by the church in the East to send a missionary to Oregon. In April of that year Rev. William Richmond, of the Diocese of New York, was sent to Oregon and on Sunday, May 18, together with Mr. Fackler he held services in the Methodist house of worship in Portland. Some idea of the newness of the country and of the hardships

endured by missionaries at that time may be gathered from the following extract from a letter written by Mr. Richmond shortly after his arrival in Portland: "I occupy a room in a shanty, merely clap-boards, quite open to the air; with a rough, unplanned, ungrooved floor; no carpets, no plastering, no ceiling. For this I pay twelve dollars a month, three dollars (fifteen was the price) having been deducted on account of my mission. I also do my own cooking, and gather my own wood out of the forest behind me; yet my expenses will be as great as in a good boarding house in New York."

At the conclusion of his first service in Portland, May 18, 1851, Mr. Richmond organized Trinity Parish, it being the first parish organized in the Diocese of Oregon and Washington. From that time until the arrival of Rev. John McCarthy, D. D., of the Diocese of New York, who in Jan., 1853, as Chaplain in the army, came to Fort Vancouver, Mr. Fackler at stated times held services in Trinity Parish. There were only about two or three families connected with the church. On his arrival Dr. McCarthy was persuaded to take charge of the work here in connection with his chaplaincy at Vancouver.

In October, 1853, Rev. Thomas Fielding Scott, of the Diocese of Georgia, was elected Missionary Bishop of Oregon and Washington, and arrived in Portland in April, 1854, to enter upon his new field of labor. The first church erected in Trinity Parish was consecrated by Bishop Scott, September 24, 1854. It stood on the northwest corner of Third and Oak streets and was the first church building of this denomination consecrated on the Pacific Coast.

In 1867, Trinity Parish bought a half block on the corner of Sixth and Oak streets, upon which the present church building now stands. The corner stone of this building was laid on April 25, 1872, but the edifice was not completed until the following year.

Upon the creation of the Diocese of Oregon and Washington, Portland became and has since remained the headquarters of the Diocese. Bishop Scott, although his labors extended over a vast field, resided at Portland and did much to strengthen and build up Trinity Parish. He died in New York City in 1867, whither he had gone for the benefit of his wife's health. His genial manners and

his marked ability, as a preacher, won for him the affection and commanded the respect of all who had ever heard him preach, or who had been personally acquainted with him. He did much for the church during its darkest days in this portion of the Northwest, while his labors in behalf of education have since borne abundant fruit. He was succeeded as Bishop by Rt. Rev. B. Wistar Morris, D. D., in June, 1869. For several years thereafter the Diocese continued to embrace Oregon and Washington, but during late years Oregon has been a separate Diocese, over which Bishop Morris still presides.

The following are the names of the clergymen who have officiated in Trinity Parish from time to time, since its organization to the present day: 1851 and 1856, Rev. William Richmond, Rev. St. M. Fackler, Rev. John McCarthy, Rt. Rev. Thomas Fielding Scott, D. D., and Rev. Johnston McCormas; 1856, the Bishop, Rev. James L. Daly and Rev. John Sellwood; 1857 to 1860, Rev. John Sellwood, Rev. Carlton P. Maples and Rev. Peter E. Hyland; 1861 to 1865, Rev. Peter E. Hyland; 1866 to 1871, Rev. William Story; 1871 to present time, Rev. R. D. Nevins, Rev. George Burton, Rev. George F. Plummer, Rev. George W. Foote and Rev. Thomas L. Cole, the last named being the present Rector.

In the year 1863, St. Stephen's Chapel, on the corner of Madison and Fourth streets, was completed and opened for service, thus affording two places where Episcopal services were conducted in Portland. It was projected and built at his own expense by Bishop Scott. Rev. John Sellwood was the first Rector. In 1870 Rev. John Rosenberg became Rector and has ever since most ably discharged the duties of pastor. On June 1, 1882, the present church building on the corner of Jefferson and Fifth streets was consecrated.

The parish connected with St. Matthew's Chapel was formed in 1885, and has a commodious church edifice on the corner of First and Caruthers streets. Rev. B. E. Habersham has been rector ever since the parish was organized.

Trinity Mission Chapel is of recent origin, and for a time was under the charge of the Bishop of the Diocese. A chapel has been

built on the northeast corner of Eighteenth and Q streets. For some time Rev. Wm. MacEwan has been rector.

St. David's Episcopal Church parish, East Portland, was formed in 1871, and in December of that year the first services were held by Rev. J. W. Sellwood in the present church building, but the edifice was not completed until nearly a year thereafter. Rev. C. R. Bonnell assumed charge of the congregation in 1872 and remained about a year. For a time Rev. James R. W. Sellwood officiated. He was followed in 1874 by Rev. Arthur W. Wrixon, who continued as rector for seven years, when Rev. J. W. Sellwood¹ took charge of the work. The church numbers one hundred and eighty-five communicants and is in a prosperous condition.

The first Baptist church on the Pacific coast was organized at West Union, Washington county, Oregon, May 25, 1844. Two years later the first Baptist meeting house was built at this point. From 1844 to 1848, Rev. Vincent Snelling, Elders Hezekiah Johnson, Erza Fisher and Porter ministered to the congregation. In 1848 the Willamette Baptist Association was organized, at which time there were six churches in the State.

In 1850 the first steps toward the organization of a Baptist church in Portland, were taken. In this year Hezekiah Johnson secured from Stephen Coffin the donation of a half block, corner of Fourth and Alder streets, upon which the First Baptist Church now stands. Five years later a church organization was perfected with ten members. Rev. W. F. Boyakin was chosen pastor and Josiah Failing deacon. The church was unfortunate in the choice of a pastor and in 1860 only three members remained. With the hope of reviving the church, the Willamette Association appealed to the American Baptist Mission Society to place a missionary in the field. In response to this request, Rev. Samuel Cornelius, D. D., was sent to labor in Portland. He arrived in June, 1860 and on the first Sunday in July preached in the Methodist church. A public hall on First street was afterward secured where regular meetings were held until January, 1862, when the basement of the present church was so far completed as to be used for religious services.

¹ Rev. J. W. Sellwood died in March, 1890.

In September, 1864, Dr. Cornelius returned to the east, leaving a membership of forty-nine persons. During the next two years the church was without a pastor. December 27, 1866, Rev. E. C. Anderson arrived to take charge of the church.

March 9, 1867, the society was incorporated, and in January, 1870, the church edifice was completed and dedicated. Mr. Anderson completed his labors in December, 1870, after which a pastoral vacancy of nearly eighteen months occurred.

On the second Sunday in June, 1872, Rev. Henry Medbury began his pastorate. The church soon after became self-supporting, and under Mr. Medbury's guidance the first mission work of the church was begun. A Sunday School was organized in East Portland; land purchased there for a church and preaching services were for some time maintained by Rev. Addison Jones. The Mission school in Stephen's Addition, and the Chinese Mission were soon after founded.

In August, 1875, the pastorate of Mr. Medbury closed and that of Rev. D. J. Pierce began. Failing health induced Mr. Pierce to tender his resignation in June, 1877, and in August following, Rev. A. S. Coates became pastor. The latter was succeeded by Rev. John A. Gray in December, 1880, who remained for three years. During his pastorate the church was enlarged and refitted.

In May, 1884, Rev. J. Q. A. Henry became pastor, and during the four years of his pastorate the church had a very prosperous period, over 400 accessions to the membership being made. The present pastor, Rev. John Gordon, was installed in October, 1888.

The First Baptist congregation is one of the largest in the city, the members numbering over 500. Large contributions to mission work, local and foreign are made, while every effort put forth to establish Baptist churches within, or near the vicinity of Portland, has been liberally sustained by the congregation. In 1874, a Baptist Mission School was founded in Stephen's Addition, East Portland. This was the first attempt at home mission work by the congregation. Four years later twenty-two members from the First Church were dismissed to form the First Baptist Church of East Portland, and about the same time a chapel in Stephen's Addition was dedicated.

The Emanuel Baptist Church is the outgrowth of the Meade street mission, established early in 1884. In May, 1886, a chapel was erected on the corner of Second and Meade streets, where services are now regularly held by the pastor, Rev. B. F. Rattray, who in 1888 succeeded Rev. Frederick Eason.

The First Scandinavian Baptist Church was organized in 1884, through the efforts of Rev. Gustavus Liljoroth. Rev. O. O'Kerson became pastor in 1885, and was succeeded by the present pastor, Rev. Nicholas Nayland, in 1886. Recently a new church building has been erected by this congregation at 109 North Eleventh street, North Portland.

Besides the churches named, the Baptists of Portland maintain missions at North Portland and Albina.

The first minister of the Presbyterian denomination in Oregon was Lewis Thompson, a native of Kentucky, and an alumnus of Princeton Theological Seminary, who came to the Pacific slope in 1846. He was soon after joined by a minister from Ohio, Robert Robe, who with E. R. Geary, of Lafayette, formed the Presbytery of Oregon on 19th of November, 1851.

In 1853 there were five Presbyterian ministers in Oregon, the three already mentioned and J. L. Yantis and J. A. Hanna. At a meeting of the Presbytery held at Portland in October of this year, a petition from a number of persons for the organization of a church in Portland was received and considered. The request was granted and Rev. J. L. Yantis, D. D., who had preached here for some months was appointed to organize the proposed church.

Under Dr. Yantis' efforts the First Presbyterian Church of Portland was constituted and organized January 1, 1854, with twelve members and the election of Wm. P. Abrams and James McKeon as elders. Dr. Yantis was assisted in the work by Rev. George F. Whitworth, who had recently arrived in Oregon and who supplied the Portland church for two months.

On May 1, 1854, Dr. Yantis reported the organization and the church was taken under the care of the Presbytery. When the church was organized it was expected that Dr. Yantis would be its permanent pastor, but he divided his time between the Portland

church and the church at Calipooia, his previous charge, in Linn county, eighty miles from Portland, whither he journeyed on horse-back twice each month, until an affliction of the eyes compelled him to give up the Portland work. After this the church was only occasionally supplied, until June 4, 1860, when Philip S. Caffrey, a recent graduate of Princeton, became stated supply. Mr. Caffrey continued his ministerial work in Portland until January 1, 1867, when failing health caused him to resign. During this period, in the summer of 1862, the lots on the corner of Third and Washington streets were purchased for \$1,500, upon which a church building was erected at a cost of about \$20,000, being dedicated on May 22, 1864, the dedication sermon being preached by Rev. George H. Atkinson.

On October 23, 1865, the society was duly incorporated as "The First Presbyterian Church and Society of the City of Portland," by Messrs. W. S. Ladd, J. C. Ainsworth, O. P. S. Plummer, J. D. Holman and M. B. Millard. The value of the property then owned by the society was \$25,000.

At the close of Mr. Caffrey's labors, the church remained for nearly two years without a pastor. Rev. A. L. Lindsley, D. D. was extended a call in August, 1867, which he finally accepted and was installed April 25, 1869, as the first regular pastor of the church. At this time there were only eighty-seven members, but under Dr. Lindsley's ministry the church rapidly grew in influence and members. He was especially active in mission work among the Indians of the Northwest, aiding in establishing missions among the Alaskans, Nez Perces, Puyallups, Umatillas, Spokanes and others. His pastorate continued for over eighteen years and during this period he organized twenty-one churches and dedicated twenty-two, while the gifts of the church for all purposes amounted to over \$240,000. His election to the chair of Practical Theology in the San Francisco Seminary led to his resignation as pastor in November, 1886.

In January, 1886, the old church property was sold at public auction for \$68,000 and the erection of a new church on the quarter block on the corner of Alder and Tenth streets, which had been purchased in 1883, was commenced. The chapel of this church has

been completed and the main building will soon be finished. It is a magnificent stone structure, the total cost of which, including furnishings, will be about \$125,000. Dr. Lindsley's resignation and removal to California left the church without a pastor, and so it continued until January, 1888, when a unanimous call was extended to Rev. Arthur J. Brown, of Oak Park, Illinois. Mr. Brown accepted the pastorate, and on May 9, 1888, was duly installed.

This church now numbers over 400 members and is in a most flourishing condition. For many years it was the only Presbyterian church in Portland and vicinity, but when it became apparent that other churches were necessary, some of its members withdrew for the purpose of forming new organizations. Where recently but one Presbyterian Church existed, eight are now doing effective work, and to this development the old church has been able to contribute to a considerable extent, in both membership and means. The Portland Seaman's Friend Society, and the Bethany Mission, the latter organized in August, 1889, are also largely sustained by the First Presbyterian Church. The officers of the church are as follows: Ruling Elders, Royal K. Warren, William B. Gilbert, Stephen P. Lee, Edward Quackenbush, Alfred Stowell, William M. Ladd; Trustees, Henry W. Corbett, Thomas N. Strong, William S. Ladd, Donald Macleay and Dr. George M. Wells.

Calvary Presbyterian Church was organized in February, 1882, by some fifty members who withdrew from the First Presbyterian Church, since which time it has been maintained independently of the parent church, and the "Board of Home Missions." The first officers elected were: George J. Ainsworth, H. C. Coleman, John Honeyman, Wesley Jackson, William Wadhams, and Dr. Curtis C. Strong, Elders, and Henry J. Corbett, treasurer. On July 1, 1882, Rev. Edward Turnbull Lee became pastor. Soon after Mr. Lee began his labors a lot was purchased on the corner of Clay and Ninth streets and on this site the corner stone of the present church building was laid September 11, 1882, Dr. Lindsley of the First Church delivering the address. The building was completed in about a year's time, and cost \$35,000. It is a neat gothic structure, having an auditorium, pastor's study, chapel and Sabbath school

room on one floor. The seating capacity of the auditorium is 500, and the chapel, 300. A little to the North of the church building is the church parsonage, which is owned by the church and occupied by the pastor. Mr. Lee resigned in 1887, and was succeeded by the present pastor, Rev. Wm. H. Landon. This church is in a thriving and growing condition and is doing an excellent work.

St. John's Presbyterian Church in North Portland is the outgrowth of the mission labors of Rev. R. J. McLaughlin, who was sent to this field by the Presbyterian Board of Home Missions in 1881. His labors, however, were largely sustained by the First Presbyterian congregation. A Sabbath School was first organized at the Couch Engine Room on G street about the middle of August, 1883, while preaching services were held every Sabbath evening at Watson's Hall, corner of Sixteenth and T streets. A short time after the mission was opened two lots on the corner of Sixteenth and M streets were donated by Mrs. J. H. Couch, and upon them in 1884 the present church edifice was built. The congregation was organized in November, 1884, some thirteen of the members of the First church withdrawing from that body to complete the organization. Mr. McLaughlin was succeeded as pastor in 1888 by Rev. J. V. Milligan, who still presides over the congregation.

The United Presbyterian Church was organized in April, 1884, and has a suitable church building on the southeast corner of Sixth and Montgomery streets. Rev. Wm. R. Stevenson very acceptably labored in the establishment of the church and for four years continued as pastor. He was followed in 1888 by the present pastor, Rev. Wm. W. Logan.

The Fourth Presbyterian Church was organized in 1887, and is located in South Portland, on South First street, between Grover and Gibbs streets. Rev. Thomas Boyd has been pastor since the formation of the church.

The Chinese Mission maintained by the Presbyterians of the city has been in existence for several years. Rev. Wm. S. Holt is the missionary in this field of work.

In response to a call issued to the Israelites residing in Portland, a meeting was held at the National Hotel Sunday, May 2, 1858, for

the purpose of organizing a Jewish congregation. Eight gentlemen assembled; M. Mansfield, Jacob Mayer, Samuel Levy, David Simon, L. Cohen, S. M. Lyon, and B. Simon. One week later, May 9, 1858, the gentlemen named and H. F. Bloch, Leopold Mayer, Abraham Frank and J. Mecholup completed the organization of Beth Israel congregation, at which time the following officers were elected: Leopold Mayer, President; M. Mansfield, Vice President; Abraham Frank, Treasurer and B. Simon, Secretary.

Burke's Hall was secured as the place of worship and Rev. S. M. Laski was engaged as Reader. The congregation rapidly increased in members and the erection of a Synagogue was soon discussed. In October, 1859, a lot on the corner of Fifth and Oak streets was purchased. On May 12, 1861, the corner stone of the Synagogue was laid, and in August following the building was completed and consecrated. In May, 1861, Rev. H. Bories was chosen minister, remaining in charge of Beth Israel until July, 1863, when Rev. Dr. Julius Eckman was elected the first Rabbi of the congregation.

The Synagogue was enlarged in 1865 to meet the requirements of the congregation, and for more than two decades thereafter was used for religious purposes. In the meantime the congregation had grown so large that it illy answered for a house of worship. The erection of a more suitable building was periodically discussed, but no decisive action was taken until Col. L. Fleischner took the matter in hand and in response to his efforts the necessary steps were taken which led to the erection of the present Synagogue. He was ably assisted by Rev. Dr. J. Bloch, who had been elected Rabbi in October, 1883.

In May, 1887, the necessary ground was secured at the corner of Tenth and Main streets. Plans for a Synagogue drawn by Williams & Smith were accepted and on January 8, 1888, work was commenced. The building, costing \$70,000 was completed and dedicated on January 2, 1889. In exterior dimensions the structure is one hundred and fifteen feet by fifty-eight; the two ornamental towers being one hundred and sixty-five feet from the street to the apex. The basement is of stone and brick and divided into school

and meeting room. The superstructure is of wood. With the gallery the auditorium will seat seven hundred and fifty persons.

The congregation now numbers one hundred and fifty male members. The present officers are: S. Blumauer, President; J. Kaufman, Vice President; N. Baum, Treasurer; Sol Friedenthal, Secretary. Following are the names of those who have served as Readers and Rabbis of the congregation: Rev. S. M. Larki, Rev. H. Biers, Rev. H. Bories, Rev. Dr. Julius Eckman, Rev. Dr. Isaac Schwab, Rev. M. May, Rev. Alexander Rosenspitz and the present Rabbi, Rev. Dr. J. Bloch.

The Jewish congregation of Ohavi Sholem was organized in 1872 by Dr. Julius Eckman, and has a Synagogue on Sixth street between Oak and Pine streets. Since that time Revs. Mellis, Robert Abraham, I. Kaiser and A. W. Edelman, have officiated as Readers. The present Reader is Rev. Robert Abrahamson. The congregation numbers fifty members.

Prior to the year 1866 there was no Unitarian church in Portland. There were four or five individuals and a few families who cherished a faith in the principles of liberal Christianity, a term which has come to cover not only Unitarians and Universalists, but all who, holding to the essential principles of Christianity, have felt dissatisfied with the exclusiveness, dogmatism or formalism, which the traditions of men have added to the simplicity of the gospel. Thomas Starr King had visited the country, but chiefly as a lecturer. We are told that he preached in the State one or two times. His name will always be identified with that of the Unitarian church upon this whole coast. In the year above mentioned, three individuals united in a letter to Rev. Horatio Stebbins, pastor of the church in San Francisco, inviting him to make a visit to Oregon and preach in Portland, with a view to find out whether it were best to found a liberal church in Portland. Mr. Stebbin's visit created a profound feeling in the community. He preached three Sundays, and was heard by large numbers of every class and name. The result was a permanent organization, and the adoption of a constitution, which was signed by twenty-three persons. On the 30th of June the church was duly incorporated by the first Board of Trustees as corporators.

A sum of money was subscribed toward obtaining a minister from the East, and by various agencies a sufficient sum was obtained, even before a pastor was secured, to purchase two lots and erect the present building on the corner of Yamhill and Seventh streets—the land costing \$2,000, and the building the same sum. In the fall of '67, Rev. T. L. Eliot, then settled in St. Louis, was invited, through the American Unitarian Association, to take charge of this, the most distant of the churches in the country. Starting from St. Louis the 11th of November, the pastor and his family arrived in Portland by way of the Isthmus and San Francisco, the day before Christmas. On the last Sunday of the year the church was dedicated, the services being conducted by three of the ministers of the place—Methodist, Baptist and Presbyterian. Since that time services have been conducted without any interruption, to the present time. Rev. Dr. Eliot has been the minister for twenty-two years—the longest protestant pastorate in the city and during that time has officiated at 500 funerals, 440 weddings and 488 baptismal services. The church now numbers two hundred communicants, and has a strong constituency and parish additional. Its pastoral and charitable work has always been large, in proportion to the age and strength of the church; the expenses, usually about \$3,500 a year, are paid by voluntary subscription. A charitable fund, amounting to \$300 a year, is formed by collections upon the first Sunday of each month. The Sunday School now numbers about one hundred and fifty scholars and twenty-two teachers, and is full of earnestness and life and the congregations are always large, frequently filling the church to its utmost capacity. Its members are in the main influential in the community, and among the foremost in the city's public enterprises and charities. The business of the society is conducted by a board of nine trustees—three retiring by expiration of their term, and three chosen every year.

In the year 1878-79, the present edifice on the old site, was completed at a cost of \$20,000. The former church building is now the chapel and Sunday School room. In addition to the Christian Union, above named, there are connected with the church a "Postoffice Mission" for disseminating religious literature, and the

W. G. Eliot Fraternity of Young People. The society also supports a Mission Sunday School in South Portland with ten teachers and sixty scholars.

The Unitarian Church of America, originating in the New England Controversy of 1820-30, is a small, loosely organized but powerful body, identified everywhere with intellectual freedom, the progress of science, and spiritual religion. It is a church eminent for philanthropy and great scholarship, and numbers among its members, numbers of the leading authors and reformers of the age.

The German Lutheran Church was organized in 1868 by Rev. H. Meyers. Services were first held in Trinity Methodist Church. The first officers were: F. T. Lauterwausser and John A. Fisher, Elders; C. H. Meussdorffer and Henry Lansen, Deacons. The present house of worship, corner of Fifth and Taylor, was completed in 1870. It has a seating capacity of five hundred. The following have served as pastors: Revs. H. Meyers, C. S. Spricher, Henry Gans, G. P. Weaver and A. Meyers. Rev. Henry Doering is the present pastor.

The Swedish Evangelical Lutheran Immanuel Church began its existence in 1883 with Rev. John W. Skans as pastor, who has continued in that relation ever since. A neat church building has been erected on B street, between Ninth and Tenth streets.

The Norwegian-Danish Evangelical Lutheran Church was organized in 1886. Rev. John Tackle continued as pastor for one year, since which the church has been without a pastor.

The English Lutheran Congregation was organized in 1888. Services are held every Sunday by the pastor, Rev. M. L. Sweizig in Central Hall. The erection of a church edifice is contemplated.

The First German Evangelical Reformed Church was organized in 1874, by Rev. John Gantenbein. A few years later the present church building on the corner of Ninth and Stark streets was erected. The services are conducted in the German language, and the church is in a prosperous condition. Mr. Gantenbein is still pastor and the prosperity of the church is largely due to his labors.

The First Christian Church was organized in February, 1870. For several years services were held in Nonpareil Hall, corner of First and Madison streets. In 1881, a lot was purchased on the

corner of East Park and Columbia and during the same year the present house of worship was built. The following pastors have served this church: C. Sharp jr, B. Wolverton, Henry Shader and Clark Davis. At present the congregation have no regularly stationed pastor.

The society of the First German Evangelical Church was formed in 1878. The first pastor was Rev. H. W. Axthelm under whom the present house of worship, on the Northeast corner of Eighth and Clay streets, was built in 1880. Rev. Charles Wachlte succeeded Mr. Axthelm in 1883. He remained two years when Rev. Adam Schlenck was chosen pastor. The present pastor Rev. Herman Schuknecht began his pastorate in 1888.

BENEVOLENT SOCIETIES.

During the earlier years of Portland's history, the poor of the city were cared for by the generosity of individual citizens or through the efforts of relief societies connected with the various churches. As the city grew in population more systematic methods for dealing with want and destitution became necessary. In obedience to this demand the Ladies Relief Society—the first organization to take up the work independently of the religious denominations of the city—came into existence. This society was formed in March, 1867, Mrs. G. H. Atkinson, Mrs. E. Ainsworth, Mrs. J. C. Ainsworth, Mrs. M. S. Burrell, Mrs. J. H. Couch, Mrs. J. B. Congle, Mrs. T. L. Eliot, Mrs. Thos. Frazer, Mrs. A. Holbrook, Mrs. C. H. Lewis, Mrs. Donald Macleay, Mrs. S. G. Reed and others being among the original members.

After four years' work among the poor of the city, the necessity of providing a "Home" where the forsaken and neglected children of the city could be kept and cared for became apparent to the members of the society. To attain this object, the ladies secured the co-operation of W. S. Ladd, Henry Failing, David C. Lewis, Rev. T. L. Eliot and J. C. Ainsworth, who in July, 1871, under the laws of Oregon, became a corporate body and the original trustees of the corporation known as "The Home." Soon after the incorporation was secured the society and board of trustees purchased

two lots and a small house on the corner of F and Fourteenth streets for \$2,000, twelve gentlemen contributing \$100 each toward the purchase, which with the money at that time in the hands of the society, left a surplus of \$200 after paying for the property. A few months later, a sum of \$3,000 was secured for building a "Home," which was immediately begun, and in September, 1872, formally opened under the charge of Miss E. Davison as matron. Here for twelve years the society did a grand work, the "Home" being constantly filled with children who were provided with comfortable quarters and pleasant surroundings.

As the city increased in population, the building became too small for the purpose, and in response to the appeals of the members of the society for enlarged quarters and a site further out of town, Henry Villard, early in 1883, donated to the society a block of land in South Portland, bounded by Gaines, Lane, Corbett and Water streets. Upon this land, admirably situated for the purpose, a three-story building, 108x58 feet in dimensions, has been erected, which was opened in November, 1884. It is a handsome and imposing structure, and furnished with every facility for the comfort and health of its inmates. Since it was opened, the average number of children maintained has been eighty. Girls from three to twelve and boys from three to ten years are received. They are provided with comfortable clothing, plain but plentiful food, surrounded with good moral influences, and from the time they arrive at the legal school age until they leave the institution, attend the public schools. When they attain the age they are to leave the "Home," in most cases they are adopted into families or provided with situations where they can earn their own living.

During recent years, the State Legislature has annually appropriated a certain sum to be expended in maintaining the "Home." Last year (1889), \$5,000 was received from this source, but outside of the aid it receives from the legislature and from an endowment fund of \$13,680, it is entirely supported by voluntary contributions.

In September, 1889, a hospital building costing \$3,000, was completed on the block occupied by the Home. It is to be principally used for the treatment of contagious diseases.

Mrs. G. P. F. Wood has held the position of Matron of the Home since February, 1879. She has proven a most earnest worker and well qualified for a most trying position. Under her care the children receive judicious training, and are surrounded by influences well calculated to leave a lasting impress for good. Among others who are especially deserving of praise for their work in behalf of "The Home," are Drs. Ziba B., Ammi S. and Clarence L. Nichols, who for the past seven years have gratuitously tendered their professional services to the inmates. During this period but one death has occurred among them, a fact due largely to their skill and faithfulness.

The Board of Trustees of "The Home" is composed of W. S. Ladd, Henry Failing, H. W. Corbett, Rev. T. L. Eliot and Wm. Wadhams. W. S. Ladd is President of the Board; Henry Failing, Treasurer and Rev. T. L. Eliot, Secretary. The officers of the Ladies' Relief Society, to whom, in connection with the officers of the Board of Trustees, the care and management of "The Home" is entrusted, are: Mrs. Amory Holbrook, president; Mrs. H. F. Suksdorf, vice president; Mrs. Theodore Wygant, treasurer; Mrs. C. F. Rockwell, secretary; Mrs. H. Thielsen, Mrs. B. Goldsmith, Mrs. H. W. Corbett, Mrs. F. Alleyne Beck, Mrs. W. W. Spaulding, Mrs. T. B. Merry, Mrs. Eugene D. White, Mrs. C. F. Rockwell, Mrs. J. B. Congle, Mrs. D. P. Thompson and Mrs. Geo. T. Myers, advisory committee.

The German Benevolent Association is one of the oldest charitable organizations in the city. It was formed in 1869, mainly through the efforts of Christian H. Muesdorffer, one of Portland's most successful German merchants. Among its first officers were: Henry Saxer, president; Charles Burckhardt, treasurer; Dr. Charles Schumacher, secretary and C. H. Muesdorffer, chairman of the board of trustees. To render aid to destitute Germans who come to Portland is the object of the society, and during the years of its existence it has been the means of rendering timely aid to many worthy emigrants. The society has a hospital fund of more than \$20,000, and in the near future intends to erect and maintain a hospital, ground for which has already been purchased. The work

of the society is carried on with the money received from monthly membership dues. The present officers are: John Wagner, president; C. Caesar, vice president; C. Von Wurtzengerode, secretary and agent; Frank Dekum, treasurer; C. H. Muessdorffer, L. Levy and D. W. Hoelbing, trustees.

Among the most practical charitable organizations of Portland should rank the Boys and Girls Aid Society. The good accomplished by a similar society in California induced a number of our citizens to unite in perfecting an organization here. Prominent among those who aided in the preliminary work and who has ever since been a most valuable friend of the society, is Rev. T. L. Eliot, a prominent figure in charitable and philanthropic work during his many years of residence in our city. An organization was perfected in July, 1885, at which time the following officers were chosen: H. W. Corbett, president; F. E. Beach, secretary; L. L. Hawkins, treasurer; W. S. Ladd, H. W. Corbett, P. F. Keen, L. L. Hawkins, Helen F. Spaulding, W. B. Gilbert, F. E. Beach and I. F. Powers, trustees.

The object of the society is to improve the condition of the homeless, neglected and abused children of the State, using such means as are strictly non-sectarian in character. It began work under the provision of an act passed by the State Legislature in February, 1885, called "An Act for suspension of judgment against minors, and for commitment to the care of certain charitable corporations." Under the provisions of this act it receives "juvenile offenders," by legal commitment or otherwise, who are in danger of being imprisoned; provides for such until suitable homes or employment and oversight are found for them, and continues a systematic attention to their treatment and condition.

In 1887 a special officer of the city police was detailed to the services of the society. He investigates cases, visits families, attends to all reports at the station regarding boys, attends the courts whenever boys or girls are on trial, looks after the children in the streets, keeps a record of the cases and carries out in general the work as directed by the officers of the society.

The society has been instrumental in securing from the legislature the passage of several bills aiming to improve the moral and physical condition of the young, such as the act restraining the sale of tobacco and cigarettes to minors, and also the bill above referred to empowering courts to transfer to charitable institutions the guardianship of minors on proof of sufficient cause.

Among those who have been especially active in carrying on the work of the society is Ira F. Powers, the acting superintendent of the executive committee, who from the start has been a zealous worker, and whose earnest and self-sacrificing labors have gained for the organization such a strong hold on the confidence of the public. F. E. Beach has been secretary from the beginning, and also a valuable co-worker in the cause, while Rev. T. L. Eliot, who may be termed the founder of the society, has been a constant source of good advice and in many ways one of its most earnest and determined advocates.

During 1889 the society was the recipient of \$40,000 by the will of Miss Ella M. Smith. This fund is to be invested and only the proceeds to be used. The members intend in the near future to erect a receiving home, and with the endowment the society has already received, it will be possible to make the institution largely self-supporting.

The present officers are : H. W. Corbett, president; F. E. Beach, secretary; L. L. Hawkins, treasurer; Ira F. Powers, H. W. Corbett, J. A. Strowbridge, D. Solis Cohen, L. L. Hawkins, W. B. Gilbert, F. E. Beach, I. W. Pratt, Helen F. Spaulding, trustees; Ira F. Powers, W. B. Gilbert and Helen F. Spaulding, executive committee.

For a number of years those interested in benevolent work in Portland felt the necessity of a better organization—a more systematic method of dispensing alms. Wm. G. Steel and a number of others connected with the society of Christian Endeavor of the First Congregational Church, at last took the matter in hand and with the hearty co-operation of many others who had been prominent workers in the cause of organized charity, secured in February, 1889, the organization of the City Board of Charities.

This society, while it does not directly dispense alms in any form, aims to be a center of inter-communication between the various churches and charitable agencies in the city; to foster harmonious co-operation between them; to furnish them with trustworthy information, and to prevent the waste and misuse of charitable funds. It investigates cases of all applicants for relief which are referred to the society for inquiry; obtains from proper charities and charitable individuals suitable and adequate relief for deserving cases; procures work for poor persons in need who are capable of being wholly or partially self-supporting, and represses mendicancy by public exposure and prosecution of imposters. It co-operates with all similar societies and the constituted authorities of the city, county and State in all proper efforts to discover, suppress and punish vagabondism.

The society is composed of the mayor and chief of police of the city; annual members who pay a certain sum to the society annually, and life members, who subscribe one hundred dollars. Its management is vested in seven directors, of whom the mayor is ex-officio a member.

At the close of its first year's existence the society had disbursed nearly \$3,000, and had investigated the cases of nearly 1,200 applicants for aid, while it would be impossible to give an idea of the value of the work actually accomplished in coping with the evils of vagabondism and in protecting the public from unworthy claimants for charity. By its work the society has demonstrated its usefulness and its strong claim for support.

Mr. W. G. Steel was the first secretary of the society, rendering faithful and judicious service until his business interests compelled him to give up the work. With this exception there has been no change in the original officers. Thos. N. Strong is president; Geo. H. Williams, vice-president; W. R. Walpole, secretary; Charles E. Ladd, treasurer; C. J. Chamberlain, assistant secretary; Thomas N. Strong, Charles E. Ladd, J. C. Flanders, George H. Williams, Ross C. Houghton, John Klosterman and Mayor Van B. DeLashmutt, board of directors.

The Portland Womans' Union, a charitable and benevolent society, incorporated October 21, 1887, early in the following year opened a boarding house for self-supporting girls, at 308 F street in the building formerly occupied by the Woman's Relief Society as a Children's Home. It is designed to offer a home to women who come to the city strangers in search of employment or their general interest, unable to pay high hotel rates and ignorant as to where they may obtain respectable lodging places within their means. The lowest possible rate for board and lodging is charged, compatable with making the institution as nearly self-supporting as possible, but any woman of respectable character without means and without employment can have a home until employment is obtained, or she is otherwise provided for. Accommodations are provided for twenty, and ever since the house was opened the full number for which room is provided, has found shelter and a home within its walls.

The officers of the Union are: Mrs. Rosa F. Burrell, president; Mrs. H. J. Corbett, first vice-president; Mrs. D. P. Thompson, second vice-president; Mrs. C. W. Knowles, recording secretary; Miss H. E. Failing, corresponding secretary; Mrs. F. Eggert, treasurer.

The Refuge Home, an institution intended to afford shelter and protection to girls and women who wish to return to the paths of virtue, was established in January, 1889, under the auspices of the Women's Christian Temperance Union. Temporary quarters have been secured, corner of Second and Columbia streets. The legislature of 1889 appropriated \$5,000 to be used in carrying on the work and with this fund and voluntary contributions it is confidently felt that the undertaking will be enabled to accomplish much good. The board of managers is composed of Mrs. Anna R. Riggs, president; Mrs. Amos, vice-president; Mrs. M. J. Townsend, corresponding secretary; Mrs. R. M. Robb, recording secretary; Mrs. E. Dalgleish, treasurer. Mrs. N. S. Keasey is manager.

The Portland Free Kindergarten Association was organized in November, 1884, at which time the following officers were chosen: Mrs. J. F. Watson, president; Col. John McCracken, vice president; Mrs. Richard Hoyt, secretary and J. K. Gill, treasurer. The first

school was opened in November, 1884 in the old engine house on G street, which has since been maintained and is known as Kindergarten No. 1. The object of the association is to furnish free instruction to children under six years of age whose parents cannot afford to pay for their tuition. In September, 1885, Kindergarten No. 2, located corner of Meade and Second streets, was opened, and in January, 1886, Kindergarten No. 3 was opened in Watson's addition on Seventeenth street. At these three schools an average attendance of one hundred and fifty children is maintained, who receive the now well recognized benefits of the Kindergarten methods of instruction. The work of the association is carried on under the direction of the following officers: Mrs. C. E. Sitton, president; O. F. Paxton, vice president; Miss Clara Northrup, secretary; J. E. Davis, treasurer; Mrs. Caroline Dunlap, superintendent.

The foregoing described charitable and benevolent institutions by no means includes all of the organizations which exist in our city. We have merely attempted to give brief accounts of some of the more prominent institutions, with no intention to ignore the praiseworthy efforts of many noble hearted and generous minded men and women connected with organizations of less magnitude, but not less entitled to honor. When it is understood that the institutions that dispense charity, in one form or another in the city of Portland to-day, exceed seventy in number, and that most of them are similar in character and aim, it will be seen that even an enumeration would be unnecessary.

The aggregate yearly amount paid out for charity in our city by individuals, the county and charitable organizations, it is impossible to approximate with any degree of accuracy, but in the judgment of one long identified with the work in this line, it has been estimated to reach the sum of from \$75,000 to \$120,000.

The members of the Catholic church of Portland, as those of the same faith in every part of the globe, have always been foremost in deeds of charity and benevolence. Among the earliest organized efforts may be mentioned St. Ann's Catholic institution for the care of poor and sick ladies, with Mrs. J. O'Connor, president; Mrs. E. H. Freeman, vice-president; Mrs. M. Steffin, treasurer, and Mrs. I.


Lawler, secretary. St. Mary's Association, having for its object the care of orphans and destitute children, is also deserving of honorable mention. It is governed by the Supreme Council of St. Mary's Home Association, composed of John O'Connor, John Donnerberg, Luke Morgan, John Barrett, F. Dresser and James Foley. St. Vincent de Paul Society is another worthy Catholic organization. The care of the poor and procuring employment for those out of work are its main objects. D. F. Campbell is president; M. G. Munly, vice-president; P. J. Colman, secretary and F. Dresser, treasurer.

The British Benevolent Society was founded in 1872, by John Wilson, the British consul at Portland, who preceded the present incumbent, James Laidlaw. Its objects are to relieve sick or destitute persons who are members or eligible to membership. Such relief is restricted to those who are or have been British subjects. James Laidlaw is president; John B. Wraugham, secretary; Dr. K. A. J. Mackenzie and John Cran constitute the board of relief. Similar in their aims are the Danish Aid Society and the Guiseppi Society (Italian). Of the former, H. I. Larsen is president and C. Hansen, secretary, and of the latter, Paul Sabati is president and A. Froulana, secretary.

The Hebrew Benevolent Association is the oldest charitable organization sustained wholly by the Jewish population of Portland. Its officers are: Louis Fleischner, president; L. H. Lewis, vice-president; Ben. Selling, treasurer; B. I. Cohen, secretary.

Besides the organizations already named there are the various societies connected with the several churches of the city which are important factors in the charity work of the city. These, with the organizations already named, together with the Ladies Relief Corps of the G. A. R. and the many secret orders which care for and contribute support to sick and destitute members and their families, constitute the main agencies at work in relieving the poor and caring for the destitute sick of Portland.

The first Society for the Prevention of Cruelty to Animals, in the State of Oregon, was incorporated in 1872, by B. Goldsmith, Henry Failing, W. S. Ladd, J. R. Cardwell, Wm. Wadhams, T. L.



Eliot, J. H. Woodward, James Steel, and W. T. Shanahan, of Portland; Mr. B. Goldsmith being elected as the first president of the society. The organization entered upon the work with many obstacles in its path. Such as questioned authority to interfere in behalf of unprotected children and dumb brutes; also, meagreness of statutory provisions, and a prevailing belief among a certain class of persons that children and animals possessed no rights which they were bound to respect.

However, the foundation of the society had been laid, and through help of the City Council, new ordinances were passed which assisted local work, and coupled with the ever outspoken sentiment of the *Daily Oregonian* in behalf of humane principles, the efforts of the society were encouraged. Prevention of Cruelty was its first aim, and punishing offenders the alternative. But an educational sentiment seemed also to demand notice; therefore, in February, 1882, the society was re-organized and re-incorporated under the title it now bears, the "Oregon Humane Society." This name gave a broader significance and extended the work among unprotected children, and all harmless living creatures. Hon. D. P. Thompson was elected president of the new organization. In 1883 the public schools became interested in humane education, and as an incentive to the effort, Mr. W. T. Shanahan, the corresponding secretary of society, inaugurated the prize system, by offering a framed engraving of Pharoah's Horses for the best essay on kindness to animals, which was won by Miss Susie Vetter, a pupil of the Portland High School. So marked was the beneficial effect of awarding prizes for meritorious compositions that the following year at the anniversary meeting of the society a number of prizes were offered, graded as first, second and third prizes, and presented to the fortunate competitors of the public schools. The anniversary meetings of this society have now become a permanent institution of our city, and crowded houses attest the great interest taken in humane education. In 1884 the City Council detailed a police officer to act as agent of the society, but his jurisdiction was only within the city limits, and the necessity of ample State laws now forced itself upon the leaders of the work. Therefore, in 1885, the Humane Society carefully prepared a bill

which was presented to the legislation of that year by Rev. T. L. Eliot, the newly elected president, and W. T. Shanahan, the corresponding secretary, who remained by the bill until its passage, which gave to the society a new impetus and ample protection. The publication of humane literature is one of the important means used by the society to make known its work, and is gratuitously distributed from the office of the secretary.

The officers of the society are: president, Rev. T. L. Eliot; vice president, I. A. Macrum; corresponding secretary, W. T. Shanahan; recording secretary, Geo. H. Himes; treasurer, James Steel; special agent, Felix Martin, of the Police force.

The Portland Seamen's Friend Society, auxilliary to the American Seamen's Friend Society, of New York, was organized on Nov. 4, 1877, and incorporated on July 31, 1878.

Its chief promotor was Chaplain R. S. Stubbs, who was instrumental in raising the money with which its property was purchased and buildings erected, costing some \$20,000. There has since been expended nearly \$5,000 in improvements, making the entire cost about \$25,000. The present value of the Society's property is at least \$50,000. Chaplain Stubbs continued its chaplain until he resigned in October, 1885, to become the general missionary of the New York Society on Puget Sound.

The final organization provided for a Board of fifteen directors, of which the following gentlemen were original members: H. W. Corbett, President; Geo. H. Chance, Vice President; E. Quackenbush, Secretary and Treasurer; W. S. Ladd, E. B. Babbit, S. G. Reed, R. S. Stubbs; N. Ingersoll, Geo. H. Flanders, R. Glisan, James Steel, J. N. Dolph, J. W. Sprague, F. S. Aiken and Henry Hewitt. The membership consists of annual and life.

"The object of the society is to promote the temporal, moral and spiritual welfare of the Seamen, Steamboatmen and Longshoremen, visiting or belonging to this port." The means employed are a Mariners' church, boarding house, library, reading room, visitation of ships including religious services on board, and the distribution of suitable literature.

The Seamen's Friend Societies originated some sixty years ago, and now they exist in nearly every prominent port in the world. Their object everywhere is to improve the character of seamen and thus to secure greater safety and efficiency in the Marine service. The progress has been slow, and yet so marked that brutality on shipboard is now the exception, rather than the rule. Among the most influential of all agencies in this direction, is the "American Seamen's Friend Society, of New York," which numbers among its directors and promotors, retired shipmasters, philanthropists and capitalists, who withhold neither time, service nor money in the accomplishment of their purposes. Of this society, our Portland organization is auxilliary, and here, as everywhere, the contention is against the very powers of darkness, for, the world over, the foes of "poor Jack" are relentlessly cruel; cupidity and greed are their chief characteristics, and to these the sailor boys, through innocence or passion, fall an easy prey. The Portland Society has had the sympathy and support of our citizens from the first and it has steadily pursued its object under inadequate laws and difficult of enforcement. For three years past, comparatively few abuses have been perpetrated in Portland, the "crimps" confining their efforts chiefly to Astoria, where they have less opposition and more encouragement than in Portland. The law passed by our last legislature, through the combined efforts of the Portland Board of Trade and this society, had a most salutary influence. The previous average charge of about \$87.50 per man, advance wages and blood money, was reduced to as low as \$30 to \$40, and many sailors shipped without any advance at all. The usefulness of this society has been greatly impaired the past year because deprived of the use of its "Home," having therefore no accommodations for watermen.

Its present Board of Directors consists of E. Quackenbush, President; Geo. H. Chance, Vice President; James Laidlaw, Secretary and Treasurer; W. S. Ladd, H. W. Corbett, W. S. Sibson, R. K. Warren, J. K. Gill, J. Thorburn Ross, A. W. Stowell, Donald Macleay, W. J. Burns, W. B. Gilbert and James Steel.

The necessity for this society is only too manifest. Its success fully justifies its existence. Its mission will not be accomplished

so long as there are "thugs" in our port who perpetrate the practices of a "Barbary coast." And in the Society's support our sympathy and efforts should be both hearty and vigorous.

HOSPITALS.

Portland is at present only moderately well provided with hospitals for the care and treatment of the sick and injured, but when those now in existence shall have been enlarged and new quarters erected, such as are now in course of construction, every facility, such as the size and rapidly increasing population of the city demand, will be offered.

St. Vincent's Hospital, the first not only in Portland, but in the State, owe its origin to the labors of Rev. J. F. Fierens, vicar-general of the Catholic Diocese of Oregon, and the members of St. Vincent de Paul Society. The citizens of Portland, irrespective of religion or creed, generously supported the movement, and in July, 1875, the present building on Eleventh Street, between M and N streets, was completed. The first patient admitted was an injured chinaman, who received from the Sisters of St. Vincent, who have ever since had charge of the hospital, every attention in their power, and from that day to the present the doors of this institution have been opened to receive, nurse and administer surgical and medical aid to the poor in the spirit of that true charity which knows neither race nor creed, neither color or nationality. From the time it was opened to the present, 12,262 patients have been admitted, and at the present time there are 180 patients under treatment. The demands upon the hospital have for some time been greater than the capacity of the building would admit, and about three years ago the Sisters undertook the task of securing funds to erect a larger building. They have been successful, and during the present year (1890), they hope to complete a new hospital building on a five acre tract on the west side of the foot hills. Work has already been commenced and a commodious structure combining all the modern improvements and conveniences in carrying on the work of a hospital, will, at an early day, be placed at their disposal. Twelve Sisters have the management of the hospital, who are assisted by a number of nurses and

stewards. A majority of the patients received are objects of charity, while those who are able, pay for the treatment received and medical services rendered. Sister Mary Theresa is superintendent.

The staff of physicians comprise Drs. Henry E. and Wm. Jones, J. Bell, A. D. Bevan, K. A. J. Mackenzie, G. W. Wells, Joseph Holt, O. S. Binswinger, and F. B. Eaton and Richard Nunn as oculists.

The Good Samaritan Hospital was opened in October, 1875. It was founded by Rt. Rev. B. Wistar Morris, bishop of Oregon and has since been largely sustained by his personal labors in its behalf. It is located on the corner of Twenty-first and L streets, a high and healthful situation. Ever since it was opened it has been taxed to the utmost of its capacity. Last year (1889) extensions were made to the original building and accommodations are now afforded to seventy-five patients, but even with the increased room, the hospital is usually full of patients and at times applications for admission are denied because of lack of accommodations. It is supported by the income from nine endowed beds; revenue from pay patients and voluntary contributions. Deserving poor are received as free patients, when properly recommended and in accordance with the capacity of the hospital. For the fifteen months ending September 1, 1889, 708 were treated; of this number, 145 were free or charity patients and 563 were paying patients. The medical staff is composed of Drs. Curtis C. Strong, Holt C. Wilson, Wm. H. Saylor, Andrew J. Giesy and Andrew C. Panton. Mrs. Emma J. Wakeman is superintendent; Mrs. Ruth E. Campbell, assistant; Rev. W. L. MacEwan, chaplain, and Gen. Joseph H. Eaton, treasurer.

The Portland Hospital is a Methodist institution under the patronage of the Columbia, Puget Sound and Idaho conferences. Its inception was due to Dr. W. H. Watkins, Dr. E. P. Fraser, Dr. Geo. H. Chance, Dr. James Browne and a number of others connected with the three Methodist conferences named. Articles of incorporation were secured in 1887, and in August of the following year practical hospital work was begun in the Mariners' Home, corner of D and Third street, which was leased for a period of one year. During the first year of its existence more than three hundred

patients have been treated. Poor patients received aid at an expense of more than \$1,500, while nearly \$1,800 was received by the hospital for this kind of work by donations from various congregations within the bounds of patronizing conferences. Cash received from patients amounted to \$6,268, while the running expenses of the hospital has been about \$800 per month. The success of the institution has more than met the expectation of its originators, and plans are now underway to enlarge the facilities for carrying on the work. Five and one quarter acres of land have been purchased in Sunnyside addition to East Portland, upon which to erect suitable buildings for hospitable purposes. James Abraham, from whom the land was purchased, generously donated \$10,000 on the purchase price, while John Kenworthy and George W. Staver each gave \$1,000 toward the erection of the building, work upon which is now under way. It will be a three story structure, 70x112 feet in dimension and will cost about \$30,000.

The Board of Trustees of the Portland Hospital is composed of twenty-six members, nineteen of whom are residents of Portland, the remaining seven being representatives from the Idaho and Puget Sound conferences. The Portland members are: G. W. Staver, Dr. Geo. H. Chance, Dr. E. P. Fraser, Dr. James Browne, Dr. R. Kelly, Dr. A. S. Nichols, Dr. C. H. Hall, Dr. R. Glisan, W. C. Noon, J. K. Gill, Rev. I. D. Driver, Rev. A. Kummer, Rev. R. C. Houghton, W. H. Scott, W. S. Ladd, H. W. Corbett, John Kenworthy, J. A. Strowbridge and Rev. W. S. Harrington. George W. Staver is president of the board; John Kenworthy, vice president; W. S. Ladd, treasurer and D. F. Clarke, secretary. The medical staff is composed of Dr. E. P. Fraser, Dr. W. E. Rinehardt, Dr. Richmond Kelly, Dr. F. O. Cauthorne and Dr. W. B. Watkins.

CHAPTER XIII.

EDUCATIONAL INSTITUTIONS.

First Schools in Portland and their Conductors—Early Advocates of Free Schools—Growth and Development of the System—Central School—Park School—Harrison Street School—Atkinson School—High School—Couch and Failing Schools—Course of Study Pursued in Public Schools—Plan and System of Management—Names of Teachers—City School Officers from 1856 to 1890—Portland Academy and Female Institute—St. Mary's Academy—Bishop Scott Academy—St. Helan's Hall—St. Michael's College—Independent German School—International Academy—Medical Colleges—Business Colleges.

THE first school of any kind in Portland was opened in the fall of 1847, by Dr. Ralph Wilcox, one of the very first settlers of the city, whose connections with the pioneer days has elsewhere been referred to. His school was conducted in a house erected by Mr. McNemee at the foot of Taylor street. It had a very brief existence, but several who are still living in Portland were pupils in this primitive hall of learning.

In February, 1848, Thomas Carter and family reached Portland. In April or May of that year Miss Julia Carter (Mrs. Joseph S. Smith), opened a school in a log cabin on the corner of Second and Stark streets. She taught but one quarter, and most of her pupils had previously attended Dr. Wilcox's school.

In the winter of 1848 and '49, Aaron J. Hyde taught a school in what was for years known as the "Cooper Shop." This cooper shop was the only public hall in the town for some time. It was located on the west side of First street, between Morrison and Yamhill streets, on a lot which it was commonly reported a former owner had bought for the consideration of "two pups." Mr. Hyde served in the Mexican war; came to California in the spring of 1847, thence to Oregon; married a Miss Whitley, of Polk County, settled on a donation land claim about four miles southwest of Linn County, where he died in 1859.

Previous to the passage of the act organizing the Territory of Oregon, August 13, 1848, Congress had reserved the sixteenth section of each township for educational purposes. In framing the

act for the creation of Oregon Territory, Hon. J. Quinn Thornton added the thirty-sixth section. This departure from the precedent in this regard provoked much opposition in Congress, but by the persistent labors of Mr. Thornton, and other liberal minded legislators, this munificent addition to our educational resources was secured. Not only have the public schools of Oregon received the benefits of this wise enactment, but those of every State and Territory since organized have been thus endowed.

Rev. George H. Atkinson was among the first to agitate the subject of free schools in Oregon after the establishment of the territorial government, and to him our city and county schools are greatly indebted. He came to Oregon especially charged with the educational interest of the Territory, arriving in Portland in June, 1848. He brought with him a quantity of school books of the latest and best authors, and afterwards imported a large supply. For many years a resident of Portland he was ever active in behalf of her educational interests, and in recognition of his services, it has recently been decided to bestow his name on one of the public schools.

Rev. Horace Lyman, late of the Pacific University, followed Mr. Hyde as a school teacher in Portland. He opened a school late in December, 1849, in a frame structure built by Col. Wm. King for church and school purposes. It was located on the west side of First street, second door north of Oak. On this building was placed a bell which now hangs in the steeple of the Taylor Street M. E. Church. Dr. Lyman taught three months and had about forty scholars.

In April, 1850, Cyrus A. Reed opened a school in the "school house." He taught for three months and had an average of sixty-two pupils.

The next teacher was Delos Jefferson, now a farmer of Marion county. He began in August, 1850 and continued for three months. Following Mr. Jefferson came Rev. N. Doane, then as now, a minister of the M. E. Church. He taught nine months, beginning about December 1, 1850.

All of the schools so far mentioned, were private, and sustained by tuition fees. Ten dollars per quarter for pupils was the usual rate, with the exception of Mr. Doane's school. The latter received some pecuniary assistance from the M. E. Missionary Fund.

The establishment of a public free school, had however been discussed. Rev. H. Lyman, Anthony L. Davis,¹ Col. Wm. King and others, made strenuous and continued efforts to organize a school district under the territorial law. In the midst of much opposition on the part of those who had no children of their own to educate, and of others who had personal interests in building up private and denominational schools, success was finally attained, but the precise date when an organization was perfected we have been unable to learn. The first evidence that an organization had been completed, is furnished in the *Oregonian* of December 6, 1851, when a "Free School" is advertised. The board of directors consisted of Anthony L. Davis, Alonzo Leland and Reuben P. Boise. This board announced that John T. Outhouse would begin a school in the school house, next door to the "City Hotel" on Monday, December 15, 1851. "Books to be used: Sander's Reader, Goodrich's Geography, Thompson's Arithmetic and Bullion's Grammar."

Mr. Outhouse, then about twenty-two years of age, a native of New Brunswick, taught continuously, with the usual vacations, until March, 1853. He is now living at Union, Oregon, and is still engaged in teaching. He began with twenty scholars, and so large had his school become in the fall of 1852, that an assistant was deemed necessary. He was paid, most of the time, at the rate of \$100 per month from the county school fund, Portland, at this time, paying two-thirds of his salary.

Among the arrivals in Portland, in September, 1852, was a young woman from Massachusetts—Miss Abigail M. Clark (Mrs. Byron P. Cardwell). Miss Clarke taught a few weeks in the Portland Acad-

¹ Anthony L. Davis, one of the earliest and most zealous advocates of Portland's free school system, came from Fort Leavenworth, Indiana, to Portland, in 1850. He served a term in the State Legislature of Indiana and soon after his arrival in Portland was elected a Justice of the Peace, serving in that capacity for several years. He was a man of high character and held in much esteem. He died in Portland in 1866.

emy and Female Seminary, then in its second year and under the management of a Mr. Buchanan. This engagement was not congenial and she soon after accepted an offer to enter the public schools.

From an editorial in the *Oregonian*, November 20, 1852, it appears that "at a recent meeting (first Friday of November), the citizens voted \$1,600 to support a free school."

A notice a few days later, signed by Anthony L. Davis, Benj. Stark and A. Leland, announces the opening of a school on Monday, December 6, 1852. Mr. Outhouse is named as teacher in the "school house," and Miss A. M. Clarke, as teacher of the primary classes on First street, between Taylor and Salmon, where she had an average daily attendance of over ninety pupils.

After Mr. Outhouse closed his work, Miss Clarke continued, opening her school in the same house, near Taylor street, March, 1853. She taught until midsummer of the same year, and then accepted a position in an academy at Oregon City, then under the care of E. D. Shattuck, now Circuit Judge and residing at Portland.

With the labors of Miss Clarke, the regular work of the free schools seems to have been for a time discontinued. Private schools were opening and closing every few weeks. The "academy" was flourishing under Rev. C. S. Kingsley. General apathy in reference to public schools prevailed. Over a year elapsed after the closing of Miss Clark's term before any movement was made toward reviving the free schools. The newspapers made no mention of the regular annual meeting in November, 1853. August 11, 1854, Col. J. M. Keeler, then county superintendent, announces that he is ready to organize school districts.

During the fall of 1854, Thomas Frazar began the agitation of the school question. He had printed, at his own expense, notices for a school meeting. He posted these notices, and after failing five times in succession to secure a quorum to do business, he succeeded in the sixth attempt, and as a result, there appeared in the *Oregonian* of December 7, 1854, the following "call:"

"We, the undersigned, legal voters of the Portland school district, deeming it important that district officers should be appointed



and our public schools re-organized, hereby annex our names to a call for a special meeting of the legal voters in this district to convene at the school house on First street, on Monday evening, December 18, 1854, at half past six o'clock, then and there to elect, 1—A chairman and secretary of said meeting; 2—A board of three school directors; 3—A district clerk; and to transact such other business, etc. Thomas Frazar, Josiah Failing, H. W. Corbett, W. S. Ladd, P. Raleigh, L. Limerick, D. Abrams, T. N. Lakin, A. D. Shelby, Anthony L. Davis."

At this meeting Thomas Frazar, W. S. Ladd and Shubrick Norris were elected a board of directors.

In December, 1855, Multnomah county was organized, and in January, following, L. Limerick was appointed county school superintendent. Horace Lyman and J. M. Keeler, had previously served as county superintendents when this city was included in Washington county.

It is quite probable that L. Limerick taught the first school under this organization. Prior to this time, it appears that the city had been divided into two districts, with Morrison street as the line—north was district No. 1 and south, district No. 2. The board in the south district consisted of Wm. Patton, Col. Wm. King and E. M. Burton. When this organization was effected it is impossible to ascertain. It had, however, a legal existence during the incumbency of L. Limerick as county superintendent, as a description of its metes and bounds is found in Mr. Limerick's writing. In the fall of 1855, J. M. Keeler, just from Forest Grove—Tualatin Academy—taught the district school in this district, in the two-story house still standing on the southeast corner of Jefferson and Second streets. He continued here for six months and in April, 1856, the district was again merged into No. 1.

July 7, 1855, Messrs. Frazar, Ladd and Norris advertised for a "competent person to take charge of the Public school in District No. 1. A young lawyer, Mr. Sylvester Pennoyer, had lately arrived in Portland. He had gone from New York to Puget Sound to practice law. Becoming discouraged with the prospect, he sold his library and started for home. He saw the advertisement and at once

sought an interview with Mr. Frazar. The result was that he was employed and taught for six months in the "School House." This, we believe, ended Mr. Pennoyer's career as a pedagogue. He subsequently embarked in business; has been a successful merchant; a prominent figure in politics and at present is Governor of Oregon. For over two years after the close of Mr. Pennoyer's school, no record has been found that gives any definite information concerning the public schools of the city. No one seems to have been directly employed by the board to teach until school was opened, May 17, 1858, in the New Central School.

CENTRAL SCHOOL.

After the consolidation of the two districts, in 1856, Col. J. M. Keeler became a zealous advocate of the immediate erection of a suitable school building. At a meeting of the taxpayers, May 12, 1856, to discuss this project, J. Failing, H. W. Davis, Wm. Beck, S. Coffin and A. M. Starr were appointed a committee to ascertain the cost of different sites for school grounds. The committee reported in favor of the James Field's block, No. 179, (where the Portland Hotel now stands), which was purchased at a cost of \$1,000. On this site a school house known as Central School was erected, at a cost of about \$6,000. Here school was first opened May 17, 1858, with L. L. Terwilliger, principal and Mrs. Mary J. Hensill and Owen Connelly, assistants. Up to July 23d of that year, two hundred and eighty pupils had been enrolled. Of this number but two resided west of Seventh street. Mr. Terwilliger was principal for two and a quarter years; August, 1860, Rev. George C. Chandler, one year; July 22, 1861, G. F. Boynton, nine months; April 30, 1862, O. S. Frambes, one year; March 23, 1863, John McBride, nine months; January 11, 1864, E. P. Bebee, one and a half years; August, 1865, O. S. Frambes, three years; September, 1868, J. W. Johnson, nine months (transferred to High School April 26, 1869); April, 1869, R. K. Warren, two and a quarter years; September, 1871, J. M. Williamson, three years; September, 1874, A. J. Anderson, two years; September, 1876, T. H. Crawford one year; September, 1877, S. W. King, three years; Septem-

ber, 1880, C. W. Roby, five years. In 1883 the board of directors sold the block upon which the Central School stood to the Northern Pacific Terminal Company for \$75,000 on the guarantee that a hotel should be built upon the block within a reasonable time. According to the terms of the sale the school building was to remain the property of the district, but was to be removed from the grounds. This was done a short time thereafter, the building being moved to a block immediately north of the old site, owned by Hon. P. A. Marquam, and was here occupied for school purposes until the close of the school year in 1885, when the Park school building was sufficiently enlarged to accommodate all the scholars in the district.

PARK SCHOOL.

In 1878 the city had grown to such proportions that an additional school became necessary. At the annual meeting of the taxpayers, Charles Hodge, Lloyd Brooke and Frank Dekum were appointed a committee to select a site. This committee recommended the purchase of block 223, known as the Harker Block, for the sum of \$12,000. The report was adopted and the board of directors were authorized to purchase the land and proceed with the erection of a building. It was completed in the fall of 1879, and, including an additional room in the basement for a High School Laboratory, its total cost to date is \$31,000. It is a twelve-room, two story wooden building with basement. It was first occupied by the High School and eight classes of the Harrison Street School, which were temporarily accommodated while the new Harrison Street School was being erected.

In September, 1885, the Park School was opened as a regular grammar and primary school, with C. W. Roby as principal. Mr. Roby soon after resigned to accept the position of postmaster of Portland, and was succeeded by Mr. Frank Rigler, who remained until 1889, when T. H. Crawford became principal. Twelve assistant teachers are employed.

HARRISON STREET SCHOOL.

Stephen Coffin, one of the original proprietors of Portland, donated to the city the north half of block 134, between Second and Third

streets, to be used for school purposes. In January, 1865, this site was exchanged for the north half of block 160, on Harrison street between Fifth and Sixth streets. On this ground a school house was erected, in 1866, at a cost of \$9,941. In this building, known as the Harrison Street School, school was convened January 22, 1866, with R. K. Warren, principal and Miss M. N. Tower, Miss V. P. Stephens and Miss M. Kelly, assistants. For the first quarter of the school year there were enrolled 286 pupils.

In 1871 an extension to the building was erected at a cost of \$4,995. Six years later two more extensions were added at a cost of \$5,840. The entire structure was destroyed by fire on Thursday morning May 29, 1879, but was rebuilt the same year at a cost of \$21,800. September 6, 1887, the new building was partially destroyed by fire. Contracts were soon after let for rebuilding, and in January, 1888, the present structure was completed.

Mr. Warren was succeeded as principal in 1867, by J. P. Garlick, who remained one year and for a short period thereafter Mr. Warren again held the position. In April, 1869, I. W. Pratt became principal, a post he has ever since most ably filled.

ATKINSON SCHOOL.

The crowded condition of the public schools in 1866 made the erection of another building a necessity, and the board of directors decided to establish a school in the north part of the city. A block was purchased in Couch's addition on the west side of North Tenth street, between C and D streets. Here, in the summer of 1867, a seven room building was erected, costing over \$12,000. School was opened in February, 1868 with, G. S. Pershin as principal, and Misses E. J. Way, A. S. Northrup and Carrie L. Polk, as assistants. During the first quarters there were enrolled 216 pupils. In 1877 two wings were added to the building at a cost of \$4,121 and in 1888, on the same block, a two-story, four-room building was erected, costing \$8,419.

G. S. Pershin was principal two and a half years; T. H. Crawford, two years; S. W. King, one year; W. W. Freeman, three years;

R. K. Warren, one year; E. E. Chapman, one year; Miss Ella C. Sabin, eleven years. Miss Ruth E. Rounds, the present principal, began work here in 1888. She is assisted by fifteen teachers.

"Atkinson" school was named in honor of the late Rev. George H. Atkinson. It was for several years known as the North school.

HIGH SCHOOL.

This department of the school system of Portland was instituted in 1869. On April 26, of that year, the plan took definite shape and a High school was organized with quarters on the second floor of the North school building, with J. W. Johnson as principal and Miss M. N. Tower (Mrs. F. K. Arnold), as assistant. In December, 1873, this department was transferred to the second story, north wing, of the Central building and in October, 1874, it was removed to the second floor of the new addition. In September, 1879, it was moved to the second floor of the Park school. Here it was conducted until the completion of the present High School building.

This building was begun in 1883 and finished in 1885. It is a brick structure and located on a block bounded by Twelfth, Morrison, Lownsdale and Alder streets. The style is what is known as the Transition or Semi-Norman, which prevailed during the reign of Henry II and Richard I. Architecturally it presents a most pleasing appearance, while for the purposes intended it is one of the best arranged buildings on the Pacific coast.

It is 140x200, in dimensions, and the main building is three stories, besides a basement and attic in height, while two towers adorn the front of the building, one 168 and the other 140 feet in height. On the first floor are six class rooms, one recitation room and a library; on the second floor six class rooms, a recitation room, museum, High school library, superintendent's and principal's offices; on the third floor two class rooms, art room, model room, laboratory, dressing room and assembly hall. The basement story is divided into four play rooms. The principle, upon which light, ventilation and heating are secured, is such as is approved by the best authorities on such matters, and it is believed the building, in these regards, is as nearly perfect as any school structure in the country.


The building was projected under the directorship of John Wilson, Charles Hodge and William Wadhams, in March, 1883. Mr. Hodge dying March 30, 1883, James Steel was elected to fill the unexpired term of one year. William Stokes was employed as architect, under whose direction the entire work was designed and completed. The cost of the block was \$30,000 and the building over \$130,000.

At the close of the first term of the High school in 1869, Miss Tower resigned and Miss M. M. Morrison filled her place until November, 1869, when Miss M. A. Hodgdon was elected first assistant. Mr. Johnson's acknowledged ability and earnestness, supplemented by Miss Hodgdon's efficiency and long experience in teaching, laid the foundation for a higher education which had long been demanded by the intelligent people of Portland. In 1872, Alexander Meacham was elected the first teacher of French, and in 1874, Rev. John Rosenberg was elected as special teacher of German.

The first regular examination by a board of examiners for promotion to the High school, was held on the 20th day of September, 1873. Thirteen pupils were examined, eleven of whom were members of the North school—the other two being members of a private school.

In 1876, 137 pupils were enrolled at the High school, and Rev. T. L. Eliot, then county school superintendent, says in his report for the year: "The High school is constantly increasing in members and influence for good in the community. The country is beginning to look at its scholars as prospective teachers—a thorough education and culture are imparted, and full opportunity is here given to young men and women to fit themselves for the business of life."

Mr. Johnson was succeeded as principal, in 1886, by A. J. Anderson, who retained the position for one year, when R. K. Warren was chosen. Mr. Warren remained until 1888, when Miss Ella C. Sabin was elected to the dual position of city superintendent and principal of the High school. Miss Sabin has since most ably filled both positions. She has been intimately identified with the cause of popular education in this city and State for over fifteen years and in great measure the present gratifying success of the public schools of Portland, is due to her excellent management.



Miss Sabin is assisted in the management of the High School by the following corps of teachers: Mr. L. F. Henderson, principal's assistant; Miss H. F. Spalding, Miss Christina MacConnell, Mrs. Alice C. Gove, Mrs. Margaret Allen, Mr. Calvin U. Gantenbein and Miss Lillian E. Pool.

COUCH AND FAILING SCHOOLS.

At the annual meeting of the taxpayers, held March 6, 1882, the board of directors were authorized to purchase two blocks for school purposes—one in the northern and the other in the southern part of the city and to erect on each a school building. The board bought block 159, Couch's addition, and block 55, Caruther's addition. On the last named block a two-story, wooden building, of twelve rooms, was completed in October, 1883, at a cost of \$38,800, upon which was bestowed the name of the Failing school, in honor of Josiah Failing. The building in the Couch addition, an exact counterpart of the Failing school, was completed in 1884. The latter was named in honor of Capt. John H. Couch, who, with Josiah Failing, was a member of the first board of directors after the re-organization of the district in 1856.

Miss Anna M. Burnham has been principal of the Failing school ever since its organization and is assisted by fourteen assistant teachers. Miss Georgia L. Parker was principal of the Couch school for one year, since which Justus Burnham has held the position. Thirteen assistant teachers are employed.

The Lownsdale Primary is a separate department of the Portland school system, but at present occupies quarters in the High School building. Miss Carrie Packard is principal. Six subordinate teachers are employed.

Since September, 1886, a school has been maintained on Portland Heights, known as the Ainsworth School, named in honor of Capt. J. C. Ainsworth, a former director. Miss Marian S. Clarke is principal.

The school buildings possessed by the district are not only well adapted to the purposes for which they were built, but those constructed within the past few years add greatly to the architect-

ural appearance of the city. They number, including the High School, six, five of which have twelve rooms each, while the seating capacity of all the public schools is 4,500. Upon these buildings the district has expended over \$250,000. The property of the district comprises five and one-half blocks of ground, while the buildings thereon and their contents are valued at \$375,000.


There are three departments in the scheme of the public schools—Primary, Grammar and High. The Primary is divided into four grades, each requiring one year to complete. The Grammar department has the same number of grades, requiring four years to complete. The High school course requires three and four years work, according to the course pursued. The English or general course can be completed in three years, while the classical requires four years.

The studies pursued in the Primary and Grammar department are similar to those commonly taught in such schools. The High school has a liberal course of study, consisting of higher mathematics, the Natural Sciences, Latin, German, Mental Philosophy, Political Economy, Rhetoric, English Literature, General History, Elocution and Constitutional Government.

Ninety-five teachers are employed in the public schools, exclusive of the superintendent. The present annual cost of maintaining this corps of employes is about \$80,000.

Following is a complete list of teachers in service at the close of the school year in June, 1889.

Miss Ella C. Sabin, city Superintendent and Principal of the High School; Miss Ellen C. Turner, teacher of Drawing; Miss Ella E. Mitchell, teacher of Vocal Music; Mrs. Margaret Allen, Miss Tillie C. Amos, Mrs. A. B. Anderson, Miss Jessie Anderson, Mrs. M. L. Aram, Miss A. L. Atwood, Mrs. Isabel Baker, Miss M. S. Barlow, Mrs. E. F. Berger, Miss Belle Bitely, Miss E. L. Bridgeford, Mrs. Sarah M. Buck, Miss A. M. Burnham, Mrs. Jennie Burnham, Mr. Justus Burnham, Miss Emma Butler, Miss L. Buckenmeyer, Miss Lulu Campion, Miss Jennie Caples, Miss M. S. Clarke, Miss Kate M. Colburn, Miss Myra J. Cooper, Mr. T. H. Crawford, Miss E. E. Crookham, Miss A. J. Davey, Miss Cora David, Miss Josie Davis, Miss H. A. Davidson, Miss E. F. Davison, Miss A. G. DeLin, Miss A. L. Dimick, Miss Ione Dunlap, Mr. C. U. Gantenbein, Mrs. May Garman, Mrs. A. C. Gove, Miss Alice A. Gove, Miss Minnie Gray, Miss Nettie Gray, Mrs. C. E. Greene, Mrs. V. F. Goodwin, Miss Sarah D. Harker, Mrs. Sarah E. Harker, Mr. L. F. Henderson, Miss Mary C. Hill, Miss Elsie Hoyt, Miss A. C. Jennings, Miss Jennie E. Jones, Miss Blanche R.



Kahn, Miss Kate Kingsley, Miss Anna E. Knox, Miss Anna M. Knapp, Miss Sophia Lawrence, Miss C. F. Lamberson, Mrs. E. H. Leisk, Miss C. M. Lindsay, Miss C. Mac Connell, Miss Luella Maxwell, Miss Lucy S. Merwin, Miss Mary McCarthy, Miss E. J. McIntyre, Mrs. E. W. McKenzie, Miss Minnie Michener, Miss Mary N. Millard, Mrs. E. D. Miller, Miss Bertha Moore, Miss Eugenia Morse, Miss Clara Mundt, Miss Alice Parrish, Miss F. Plummer, Miss Lillian E. Pool, Miss M. L. Powell, Mr. I. W. Pratt, Miss Eva S. Rice, Miss E. G. Robinson, Miss R. E. Rounds, Miss H. A. Salisbury, Miss T. Schermerhorn, Miss Kate L. Shuck, Mrs. C. R. Simpson, Miss M. J. Smith, Miss Josie Southard, Miss H. F. Spalding, Miss Mary Spaulding, Miss Ida Springstead, Miss H. C. Stewart, Miss L. C. Stout, Mrs. N. E. Swope, Miss Mina Tregellas, Miss Edith Van Vleet, Miss Kate Wallace, Miss Bessie Wilson, Miss Margaret Wilson, Mrs. Eva D. Wills, Mrs. A. J. White.

Of the above, Mr. I. W. Pratt, has been employed in the public schools for twenty years, while Mr. T. W. Crawford and Miss Ella C. Sabin have been in continuous service for a period of fifteen years, and Miss A. L. Atwood, Miss A. M. Burnham, Miss Jennie Caples, Miss A. L. Dimick, Mrs. A. C. Gove, Mrs. Sarah E. Harker, Mr. L. F. Henderson, Miss C. MacConnell, Miss M. L. Powell, Miss R. E. Rounds, Miss H. F. Spalding, and Miss Ellen C. Turner, have been employed for more than ten years.

The first Superintendent of the city schools was S. W. King, who was appointed in 1873. He was succeeded by T. M. Crawford, in 1878, who served until the appointment of Miss Ella C. Sabin, in 1888.

The growth of Portland during the past few years is perhaps as clearly indexed by the growth of the common schools as by any other means. From the time the public school system had attained sufficient importance to be placed under the control of a city superintendent, the number of pupils who have received instruction at the public schools, has increased from year to year. The following table will show the number of pupils enrolled each year since that time :

YEAR ENDING, JUNE	NUMBER REGISTERED.	YEAR ENDING, JUNE	NUMBER REGISTERED.
1874	1600	1882	3130
1875	1700	1883	3483
1876	1870	1884	3864
1877	2085	1885	3978
1878	2332	1886	4066
1879	2447	1887	4132
1880	2513	1888	4289
1881	2894	1889	4562

The gain in the total number of pupils registered since 1874, a period of fifteen years, has been 2,962, which is a total gain of nearly 200 per cent. in considerably less than a score of years. It will also be seen that the number registered in 1889, above that of the previous year, is greater than it has been any year since 1884, showing that the growth of the schools has corresponded to the increase in population, and the material prosperity of the city.

While the material resources of the city have been developed, its commercial interests carefully consulted and its transportation facilities largely increased, the education of its future citizens has not been neglected. During the last ten years more than \$1,000,000 have been expended by the taxpayers of the city in the cause of popular education. In 1880 the sum of \$43,862.03 was paid out for maintenance of schools; in 1881, \$68,589.07; 1882, \$118,-105.56; 1883, \$160,097.92; 1884, \$150,150.42; 1885, \$128,-551.07; 1886, \$129,362.20; 1887, \$94,765.07; 1888, \$139,-593.02; 1889, \$135,347.51, and for 1890 it is estimated that \$154,530.00 will be required. These large sums have been judiciously used and have made possible a system of free schools such as affords pupils an opportunity for a good practical education not surpassed by any city in the land.

Under the laws of Oregon the public schools of Portland are not under municipal control, the city government having nothing whatever to do with the city schools. The school district is a separate corporation, although the territorial limits of the district are identical with those of the city. All matters pertaining to the schools are primarily decided, not by the general voters but by the taxpayers, and women as well as men have a vote here. The schools are under the management of a board of five directors, chosen by the taxpayers, one being elected each year to serve five years. The amount of money to support the schools is raised by such tax on the property of the school district as may be voted at the annual meeting of taxpayers held in March.

The district has been most fortunate in the selection of its school officers. Since the organization of the free school system, the board of directors has been composed of Portland's most progressive and

public spirited citizens who have generously devoted their time and attention to the cause of popular education. A complete list of those who have served the city in this capacity since the organization of the district, in 1856, is herewith appended, it being eminently fit that the names of these laborers in behalf of the public weal should be preserved:

YEAR.	MEMBERS OF THE BOARD.	CLERK.
1856	Wm. Weatherford, J. Failing, Alexander Campbell*.....	Thomas J. Holmes.
1857	Wm. Weatherford, J. Failing, John H. Couch.....	Thomas J. Holmes.
1858	J. D. Holman, J. Failing, E. D. Shattuck.....	J. M. Breck.*
1859	J. D. Holman, J. Failing, E. D. Shattuck.....	J. M. Breck.
1860	J. D. Holman, J. Failing, E. D. Shattuck.....	J. F. McCoy.*
1861	J. D. Holman, J. Failing, E. D. Shattuck.....	William Grooms.
1862	Wm. Weatherford, T. J. Holmes, A. C. R. Shaw*.....	L. M. Parrish.
1863	S. J. McCormick, T. J. Holmes, Wm. R. King*.....	O. Risley.*
1864	S. J. McCormick, T. J. Holmes, Josiah Failing.....	L. M. Parrish.
1865	W. S. Ladd, T. J. Holmes, Josiah Failing.....	L. M. Parrish.
1866	W. S. Ladd, E. D. Shattuck, Josiah Failing.....	L. M. Parrish.
1867	W. S. Ladd, E. D. Shattuck,* Josiah Failing*.....	L. M. Parrish.
1868	A. L. Lovejoy, R. Glisan,* A. P. Dennison.....	J. F. McCoy.
1869	A. L. Lovejoy, E. D. Shattuck, Wm. Wadhams.....	E. Quackenbush.
1870	A. L. Lovejoy, E. D. Shattuck,* J. N. Dolph.....	R. Weeks.
1871	J. A. Chapman, A. P. Dennison,* J. N. Dolph.....	R. J. Ladd.
1872	J. S. Giltner, J. G. Glenn, J. N. Dolph*.....	R. J. Ladd.
1873	J. S. Giltner, J. G. Glenn, J. C. Ainsworth.....	R. J. Ladd.
1874	A. H. Morgan, J. G. Glenn, J. C. Ainsworth.....	J. D. Holman.
1875	A. H. Morgan, W. S. Ladd, J. C. Ainsworth.....	G. W. Murray.
1876	A. H. Morgan, W. S. Ladd, J. C. Ainsworth.....	G. W. Murray.
1877	A. H. Morgan, W. S. Ladd,* J. C. Ainsworth.....	G. W. Murray.†
1878	A. H. Morgan, H. H. Northup, J. C. Ainsworth.....	D. W. Williams.
1879	A. H. Morgan, H. H. Northup, Wm. Wadhams.....	D. W. Williams.
1880	John Wilson, H. H. Northup, Wm. Wadhams.....	D. W. Williams.
1881	John Wilson, Charles Hodge, Wm. Wadhams.....	D. W. Williams.
1882	John Wilson, Charles Hodge,† Wm. Wadhams.....	Wm. Church jr.
1883	John Wilson, James Steel, Wm. Wadhams, N. Versteeg, P. Wasserman.....	Wm. Church jr.
1884	John Wilson, C. H. Dodd, Wm. Wadhams, N. Versteeg, P. Wasserman.....	Wm. Church jr.
1885	John Wilson, C. H. Dodd, D. P. Thompson, N. Versteeg, P. Wasserman.....	T. T. Struble.
1886	John Wilson, C. H. Dodd, D. P. Thompson, G. H. Durham, P. Wasserman.....	T. T. Struble.
1887	John Wilson, C. H. Dodd, D. P. Thompson, G. H. Durham, W. M. Ladd.....	Fred A. Daly.
1888	L. Therkelson, C. H. Dodd, D. P. Thompson, G. H. Durham, W. M. Ladd.....	H. S. Allen.
1889	L. Therkelson, M. C. George, D. P. Thompson, G. H. Durham, W. M. Ladd.....	H. S. Allen.

* Resigned before expiration of term.

† G. W. Murray resigned in September, 1877. E. Arnold was appointed his

Besides the public schools mentioned in the foregoing, Portland offers many advantages in the way of private and special schools for those who prefer them. Among the first of the private schools which assumed any magnitude was the Portland Academy and Female Institute, which was opened in 1850, by Mr. Buchanan. In 1852, C. S. Kingsley and wife assumed its control and managed it for several years. It was located on Seventh street between Columbia and Jefferson streets. In 1862, Rev. D. E. Blain was principal and Miss S. A. Cornell, preceptress, at which time there were seventy-five pupils in attendance. Two years later, O. S. Frambes became principal; Mrs. S. E. Frambes, preceptress, and J. G. Deardorf and Miss Mary McGee, assistant teachers. For some years after it maintained a high rank as an educational institution, but the growth and development of the public school system finally usurped the field and it ceased to exist in 1878.

St. Mary's Academy, the oldest private school in Portland, was founded, in 1859, by the Sisters of the Most Holy Names of Jesus and Mary, from Montreal, Canada, who at the same time established a convent of their order. They opened a day and boarding school in a small wooden building on Fourth street, between Mill and Market streets. The school has had a prosperous career, and a large three-story brick building has recently been completed at a cost of \$40,000 to meet the demand of the rapidly growing patronage it enjoys. At present twenty teachers are employed in instructing the 250 pupils

successor. Mr. Arnold died in February, 1878, and D. W. Williams was appointed to the vacancy. Mr. Williams was regularly elected the first time in April, 1878.

† Charles Hodge died March 30, 1883. James Steel was elected to the vacancy at a special election, Apr. 24, 1883.

Of the thirty-three persons, including the present board, who have served as school directors during these thirty-three years, the following are dead: Wm. Weatherford, Josiah Failing, Alexander Campbell, John. H. Couch, J. D. Holman, Thos. J. Holmes, A. L. Lovejoy, J. A. Chapman, John G. Glenn and Charles Hodge.

Prior to April, 1863 the entire board was elected annually.

In October, 1862, the school law was amended, making a term of a director three years. In October, 1882, an act was passed constituting cities of 10,000 inhabitants one school district—increasing the number of directors to five and extending the term to five years.


In 1878 the time for holding school elections was changed from April to March.

who are receiving their education at this institution. All of the common English branches are taught, besides Latin, German and French. Rev. Mother Mary Justina is provincial superior and Sister Mary Patrick is directress of studies.

It would be almost impossible to give even a list of the numerous private schools which, for a time, flourished in Portland. Among the earliest, not before mentioned, were those conducted by Rev. P. Machen, J. McBride and J. H. Stinson. For a time the congregation of Beth Israel maintained a Hebrew school, on the corner of Fifth and Oak streets. It was under the supervision of Rev. Dr. Eckman as principal and Rev. H. Bories and Geo. F. Boynton, teachers. The directors were: H. F. Bloch, N. Werthermer and S. Blumauer.

Among the most successful of the private schools of Portland is the Bishop Scott Academy, which owes its origin to the Protestant Episcopal church. As far back as the year 1854, a long time ago in this country, a committee was appointed by Bishop Thomas F. Scott, to secure property for a school, to be conducted under the auspices of the Portland Episcopal Church, in the then Territory of Oregon. The site selected was a tract of land near Oswego. Trinity school was finally opened in the spring of 1856, with Mr. Bernard Cornelius as principal. It had a precarious existence for a number of years, sometimes being closed for a year at a time, and closed permanently in 1865. Such names as the Rev. Mr. Fackler, the Rev. John W. Sellwood, and Mr. Hodgkinson are to be found on the records of the school, as having been in charge at various times. After the arrival of Bishop Morris upon his field of labor, in June, 1869, he took steps to establish a school for boys in the then jurisdiction of Oregon and Washington. He chose Portland as the site of the institution, which he named—in honor of his predecessor—The Bishop Scott Grammar and Divinity School. The very first money ever received by Bishop Morris for this purpose came from some little boys at the Ury School, Pennsylvania. They saved their spending money during Lent, and sent an offering of \$50 to the Bishop of Oregon, for a school for boys. One of those little benefactors, now a busy man, recently visited Portland, and

manifested a warm interest in the academy which he had aided, as a child. Two double blocks in the pleasantest part of the city were next given for school purposes by Captain Flanders and Mrs. Caroline Couch; and the corner stone of the Bishop Scott Grammar School was laid on the 5th of July, 1870, by Bishop Morris, assisted by several of the clergy. The grounds at that time were away out in the woods in the western part of the city, and it required great faith in the development of the country and the town to establish a school at that time and place. With indomitable perseverance, however, it was built and opened for business on September 6, 1870, under Prof. Chas. H. Allen. The chapel of the school was named St. Timothy's. The property at Oswego was sold for about \$5,000, and held as the beginning of an endowment for the Bishop Scott Grammar School. The school was successful from the very beginning under the wise management of Prof. Allen. It continued with varying success until it was overcome by misfortune in the burning of the building on November 8, 1877. A large amount of church property was destroyed and the school received a severe set back. With his remarkable energy, however, Bishop Morris set to work immediately towards re-building the institution, and the corner stone of the present building was laid June 6, 1878. School was re-opened September 3d, of that year, under the charge of Dr. J. W. Hill as head master, who has been at his post up to the present writing. In 1887, the armory was built and military discipline was introduced; the name of the school changed to Bishop Scott Academy, the whole school re-organized and the institution entered upon a new era of usefulness. During 1888 and 1889, about \$15,000 were expended on permanent improvements on the school property, consisting of a wing on the north side, practically more than doubling the capacity of the institution. For a number of years past the school has been on a substantial basis and has met with all the success its friends could wish for. It has grown to be an institution in the broadest sense of the word. The course of study is varied to meet the requirements of any class of students. The history of the school is closely interwoven with that of very many families. Its graduates and former pupils are now to be found all



over our Northwest. The influence for good that it has upon the young of the Northwest is beyond calculation. Its present success is very gratifying to all interested in the cause of Christian education.

St. Helen's Hall, a school for girls, was founded by the Rt. Rev. B. Wistar Morris, D. D., the present bishop of Oregon. Immediately upon his election as missionary bishop in 1868, he conceived the plan of establishing a girl's school of a high order, in which religious and secular education should go hand in hand. In this undertaking he sought and obtained the co-operation of the sisters of his wife, the Misses Rodney, of Delaware, all graduates of St Mary's Hall, Burlington, N. J., and teachers of reputation in the east.

Bishop Morris soon bought from Mrs. Scott, the widow of his predecessor, a desirable site for the girl's school near the Plaza. The funds necessary for this purchase were furnished by Mr. John D. Wolfe, of New York, a noble churchman, who did the like for many other church schools in our country.

The school opened September 6th, 1869, in the building then known as St. Stephen's Chapel, standing at the southwest corner of Fourth and Madison streets. There were fifty pupils on the opening day. By November 1, the number had increased to eighty and the principals, finding that they had more than they could do, called Miss Atkinson, now Mrs. F. M. Warren, Jr., to share their duties. Since then, the Misses Rodney have constantly taught in the school and continued to direct it, having had a gradually increasing corps of able assistants. Of them, Miss Lydia H. Blackler and Mrs. Mary B. Clopton may be especially mentioned, both having been very efficient in their departments; the one giving thirteen years of service and the other ten. Miss Rachel W. Morris, the very capable and energetic sister of the bishop, had much to do with the planing of the building and the organizing of the domestic department; and Mrs. Morris, the bishop's wife, in the twelve years of her residence in the school, was also a zealous worker in behalf of the school.

The main dwelling, which was to be occupied by the bishop's family and the boarding department of the school, was not finished till November 27, 1869. The funds necessary for this building and

for the various additions made to it, all came from friends of the church in the East, except the sum of \$5,000, which was advanced by some citizens of Portland, to be repaid to them in scholarships.

The school had grown so large by Christmas, that the recitation rooms were too small and too few. The chapel was accordingly moved to an adjoining lot, purchased of Mr. Charles Holman. The building was then enlarged. As the school continued to grow, other additions were made to the dwelling house.

The name "St. Helen's Hall" was given by two of the charter members of the faculty; one wishing to honor the memory of St. Helena, mother of Constantine, the other having in mind that "snowy cone" of Oregon, Mount St. Helens, which seems to keep watch as a sentinel over Portland. In 1880, the new chapel of the school was begun. It stands at the corner of Fifth and Jefferson streets. It is a beautiful building, adorned with windows of stained glass, many of which are memorials of the departed. One of them was erected by several young men in memory of Henry Rodney Morris, the eldest son of Bishop Morris, who, when not quite nineteen years old, gave up his life in an attempt to save the lives of two workmen.

The domestic arrangements of this school are those of a home. Very earnest attention is given to the health of the pupils. To this end, calisthenics form a part of the daily exercise, as well as walking.

The course of study is high. It may be either regular or special. It is quite abreast of the demands of the times and the improved conditions of society.

The school has an extensive library and an herbarium of great value, as well as a fine collection of shells, some from abroad, and many from the rivers and coast of Oregon. The instruction given is after the best methods in all departments, and so it has ever been. The German School of Music has always been the standard, in the musical department; and both this and the art department have more than a local reputation. Good English is cultivated, both in speaking and writing. The pupils are drawn from Oregon, Washington, Idaho, Montana, Alaska, California and Honolulu.

In view of the probable extension of the business portion of Portland into the quarter in which the Hall stands, Bishop Morris, several years ago, secured a beautiful block of ground on the western outskirts of the city, near the Park; and there the school will shortly be removed. This change has been hastened by the action of the city council, in selecting the present site of the school as that of the new city hall. A fine new brick building will soon be erected, and there it is expected that St. Helen's Hall will begin its next year. The grounds of the new home will be even more ample than those of the present one, and the magnificent view of river and mountain will be unobstructed.

Doubtless the twenty years of successful management by the same rector and principals have much to do with the present standing of the school. That it will continue to be a blessing to the State of Oregon seems to be assured. Probably 2,000 girls have received instruction at this institution, while 62 have graduated. The latter have formed themselves into a society of graduates and from time to time do some deed of kindness to their *Alma Mater* which strengthens the bonds that already unite them to her.

St. Michael's College was opened August 28, 1871. It was founded by Very Rev. John F. Fierens, Vicar General, with Rev. A. J. Glorieux (now Bishop of Idaho), as first principal. In February, 1886, the college was transferred to the care of the Brothers of the Christian Schools, who still continue its management. The object of the college is to give a Christian education to Catholic youths, but those of other denominations are received without any interference whatever with religious opinions. The course of study is divided into four departments, viz: Preparatory, Intermediate, Commercial and Collegiate, the latter includes Algebra, Geometry, Trigonometry, Surveying and Navigation, Rhetoric, English Composition and Christian Ethics. The present number of students is two hundred.

St. Joseph's Parochial School for boys, was established in 1868. It is a Catholic institution and is conducted in the basement of St. Joseph's German Catholic church, corner of Fourteenth and O streets. Miss Kolkmann is principal and Miss Orth assistant teacher.

The Independent German School, corner of Morrison and Ninth streets was established in 1870 by a society composed of some of Portland's most progressive citizens for the purpose of providing a school where both the English and German languages could be faithfully taught without any religious basis. It is supported by voluntary contributions and tuition fees. Frederick Beecher is principal.

The International Academy, corner of Ninth and Stark streets, was started in 1875 by Rev. John Gantenbein, pastor of the First Evangelical Reformed Church, as director, and his daughters as teachers. German and English are taught.

Portland has two medical colleges. The older of these institutions, the Medical College of the Willamette University, was removed from Salem to Portland in 1878. For several years a building on the east side of Fourth street between Morrison and Yamhill, was used for college purposes, but in 1885 a new college building was completed at a cost of \$25,000, on the corner of Fourteenth and C streets, capable of accommodating two hundred students. The faculty in 1878 was composed of L. L. Rowland, M. D., emeritus Professor of physiology and microscopy; A. Sharples, M. D., Professor of principles and practice of surgery; D. Payton, M. D., Professor of psychology and psychological medicine; W. H. Watkins, M. D., Professor of theory and practice of medicine; R. Glisan, M. D., Professor of obstetrics; P. Harvey, M. D. Professor of diseases of women and children; O. P. S. Plummer, M. D., Professor of materia medica and therapeutics and Dean of the faculty; S. E. Josephi, M. D., Professor of genito-urinary and surgical anatomy; R. O. Rex, M. D., Professor of organic and inorganic chemistry; Matthew P. Deady, Professor of medical jurisprudence; E. P. Frazer, M. D., Professor of hygiene and dermatology; H. C. Wilson, M. D., Professor of eye, ear and throat; R. H. Alden, M. D., Demonstrator of anatomy. The present faculty is composed of E. P. Frazer, M. D., Professor of diseases of women and children and Dean of the faculty; C. H. Hall, M. D., Professor of theory and practice of medicine; James Browne, M. D., Professor of physiology and hygiene; Richmond Kelly, M. D., Professor of obstetrics; W. E. Rinehart,

M. D., Professor of anatomy; J. J. Fisher, M. D., Professor of materia medica and therapeutics; H. S. Kilbourne, M. D., United States army, Professor of surgery; Alois Sommer, M. D., Professor of chemistry; D. H. Rand, M. D., Professor of genito-urinary anatomy; W. B. Watkins, M. D., Professor of eye and ear; M. C. George, Professor of medical jurisprudence; George H. Chance, Professor of dental pathology; D. H. Rand, M. D., physician to out door department and free dispensary; W. E. Carll, M. D., Professor of practical and surgical anatomy.

The Medical Department of the University of Oregon was established in Portland 1887, and at the present time the college is located in the Good Samaritan Hospital, corner of Twenty-first and L streets. The faculty is composed of Hon. Matthew P. Deady, L. L. D., president of the Board of Regents and Professor of medical jurisprudence; S. E. Josephi, M. D., Dean of the Faculty and Professor of obstetrics and psychological medicine; Curtis C. Strong, M. D., secretary of the faculty and Professor of gynaecology and clinical obstetrics; Holt C. Wilson, M. D., Professor of the principles and practice of surgery and clinical surgery; Otto S. Binswanger, M. D., Professor of chemistry and toxicology; K. A. J. Mackenzie, M. D., Professor of theory and practice of clinical medicine; A. C. Pantou, M. D. Professor of general and descriptive anatomy; J. F. Bell, M. D., Professor of materia medica and therapeutics and microscopy; M. A. Flinn, M. D., Professor of physiology; G. M. Wells, M. D., Professor of diseases of children; Henry E. Jones, M. D., Professor of gynaecology; W. H. Saylor, M. D., Professor diseases of genito-urinary organs and clinical surgery; A. J. Giesy, M. D., Professor of dermatology and hygiene; F. B. Eaton, M. D., Professor of diseases of the eye, ear, nose and throat; Wm. Jones, M. D., Professor of clinical surgery; Thomas B. Perry, M. D., United States Marine Surgeon, Professor of clinical surgery; Richard Nunn, M. D., demonstrator of anatomy.

Portland has two business colleges, which furnish ample means for instruction to those who desire to pursue a commercial life. The older of these institutions, the Portland Business College, was established November, 1866, by Mr. H. M. DeFrance and M. K.

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CHAPTER XIV.

FINANCIAL INSTITUTIONS.

Early Banks—Causes Which Stimulated the Growth of Banking Interests—Financial Condition of Portland Banks—Ladd & Tilton—First National Bank—Bank of British Columbia—Oregon and Washington Mortgage Bank—Portland Savings Bank—London and San Francisco Bank—Merchants' National Bank—Oregon National Bank—Portland National Bank—Ainsworth National Bank—Commercial National Bank—Northwest Loan and Trust Company—Portland Trust Company—Northwest Fire and Marine Insurance Company—Pacific Fire Insurance Company.

THE first banking house of Portland was established in 1859 by William S. Ladd and C. E. Tilton, under the firm name of Ladd & Tilton. It was a private enterprise and was undertaken to facilitate the commercial business of the city. For several years thereafter it was the only banking institution in the city and fully met all the demands made upon it. In 1866 the First National Bank and the Bank of British Columbia entered the field. In 1868 these three banks had a working capital, including deposits, of \$1,500,000, ample for the mercantile business then conducted, since the entire exports of Oregon at that time did not exceed \$1,250,000. Money lending on mortgages, by corporations, was then unknown, and there was little mortgage money in the hands of individuals. So much was this the case that interest readily commanded twelve per cent. with a brokerage of five per cent. and often a much higher rate was obtained.

In 1869, 1870, 1871 and 1872, the construction of that portion of the Northern Pacific railroad which connected the Columbia River with Puget Sound, and the extension of the Oregon & California railroad through the Willamette Valley for 200 miles, considerably increased the imports into Oregon, which were principally rails, rolling stock, tin and salt in British ships. These vessels for the first time carried wheat and flour to Europe. Foreign capital was thus attracted to Oregon, and in 1873 the Oregon and Washington Trust Company was formed in Scotland, with a capital of \$250,000,

exclusively for mortgage loans on farms. In 1875 its capital was increased to \$500,000, and in 1878 it had invested over \$1,000,000 in the State.

Little progress was made in commercial banking, however, from 1874 to 1877 on account of the stoppage of railroad construction and the small immigration of this period. The three banks referred to held practically control of the commercial banking of the entire State from 1868 to 1878. So carefully had the moneys of these institutions been invested that the commercial panic, which, in 1875, caused the suspension of the Bank of California, and many similar banking institutions, did not affect Portland at all.

The Oregon and Washington Savings Bank was the fourth bank organized in Portland. It came into existence in 1876. It was followed in 1878 by the Bank of British North America, and in the next two years the Portland Savings Bank, the Metropolitan Savings Bank, and the Willamette Savings Bank entered the field.

From 1879 to 1883 the construction and extension of the Villard system of railroads, which included the Oregon Railway and Navigation Company, Northern Pacific, Oregon and California, and Oregonian Railway, under one management, caused a vast increase of population. The commerce of the State took rapid strides and the money spent in the community, from the building of 1,890 miles of railway rapidly enhanced the value of the banking institutions of Portland. Fortunately the gold coin basis on which the banks first did business in Oregon, from 1860, was continued and prevented that depreciation in value of securities which was so common in the western states after the war.

When the foreign export trade of Portland advanced from \$1,250,000 in 1868, to \$12,936,493 in 1884, and the import trade to \$28,203,746, considerable local capital of the city sought for further extensions by the subsequent organization of the Portland National, Ainsworth National, Commercial National and latterly the Oregon National and the Merchants National Banks, with a united paid up capital of \$750,000. These five National institutions, with the First National, Ladd & Tilton, Bank of British Columbia, London and San Francisco banks practically do the entire

commercial banking business of the State, some of them having many subsidiary institutions all over Oregon and Washington which are tributary and feeders to the Portland banks.

It is safe to say that Portland, at the present time, has as strong banking institutions as any city in the United States of equal population. All are doing a safe business and are conducted on a conservative basis, and the people of Portland take pride in their management and reputation. As there are no State laws requiring the publication of the deposits or capital of State banks and private bankers or those of foreign banks doing business in Oregon, their present condition and aggregate strength cannot be accurately ascertained. The following is a summary of the condition of the six national banks of Portland taken from the last report of the United States Comptroller of the currency for the year ending in December, 1888: Total paid up capital, \$1,250,000; surplus fund, \$187,500; undivided profits, \$573,359.64; individual deposits (excluding government deposits), \$3,627,497.79; loans and discounts, \$3,717,789.12; invested in United States bonds, \$825,000; total liabilities, \$7,209,734.65; while the lawful money reserve was more than double the amount required by law. These figures reveal the remarkable healthful condition of the national banks of Portland. Indeed, there has never been a failure or suspension of any national bank in Oregon.

The following table will show the available banking capital of the city for the year ending December, 1889, compiled from reliable sources:

OREGON BANKS	CAPITAL.	SURPLUS AND UNDIVIDED PROFIT.
First National.....	\$ 500,000	\$ 700,000.00
Ladd & Tilton.....	250,000	450,000.00
Commercial National.....	250,000	136,740.23
Oregon National.....	200,000	30,000.00
Portland Savings.....	125,000	120,000.00
Ainsworth National.....	100,000	28,954.96
Portland National.....	100,000	18,207.13
Merchants National.....	100,000	15,000.00
Oregon Capital.....	\$1,625,000	\$1,496,902.32
		1,625,000.00
Total Oregon Capital.....		\$3,121,902.32

BRITISH BANKS.		
Bank of British Columbia.....	\$2,425,000	\$ 557,750.00
London and San Francisco.....	2,100,000	315,000.00
	<u>\$4,525,000</u>	<u>\$ 872,750.00</u>
		4,525,000.00
Total British Capital.....		<u>\$5,397,750.00</u>
Total Oregon Capital.....		<u>3,121,902.32</u>
Grand Total.....		<u>\$8,519,652.32</u>

The average standing deposits in the ten banks named above is equal to \$10,000,000, which, with the legitimate banking capital and the capital of the various loan companies of the city would make the present available banking resources of Portland fully \$20,000,000, a statement based on a conservative rather than over estimate.

A Clearing House was opened in Portland, July 15, 1889, and from that date we are enabled to give the reports for the first twenty-four weeks of its existence.

	CLEARINGS.	BALANCES.
July, two weeks.....	\$2,966,641.26	\$ 657,167.63
August, five weeks.....	7,273,339.84	1,563,332.65
September, four weeks.....	6,110,056.71	1,051,479.87
October, four weeks.....	7,895,075.99	1,347,030.33
November, five weeks.....	9,651,097.99	1,972,803.49
December, up to 28th, four weeks.....	7,733,979.16	1,517,534.88
	<u>\$41,630,190.95</u>	<u>\$8,109,348.85</u>

Banking statistics such as the above are conceded to furnish the best possible gauge for determining the real condition of a city's commercial standing, and Portland's exhibit in this regard places her, according to population, as a trade center, unsurpassed in the United States.

In mortgage banking the success of the Oregon and Washington Trust Company from 1873 to 1880, when it was consolidated with the Dundee Mortgage Company at a premium of seventy per cent. profit, caused foreign mortgage companies to seek investment on the North Pacific Coast. In 1880 the Pacific Loan Company of Liverpool, and the Dundee Mortgage and Trust Investment Company, of Scotland, entered the field. Subsequently the American Freehold and Land Mortgage Company, of London, and the New England Mortgage Company, of Connecticut, followed by

the American Mortgage Company, of Scotland, in 1881 and the Oregon Mortgage Company, in 1883, all of which opened offices at Portland. These companies had a combined capital of over \$3,500,000 invested in the State of Oregon and Washington Territory, which was the means of developing, to a great extent, the lands of Eastern Oregon and Eastern Washington, supplying the new settlers, who arrived from 1879 to 1883, through the building of the Villard system of railroads, with money to improve the vast tracts of land which was then opened up for settlement. Their aggregate strength, however, alarmed the granger portion of the State Legislature and in December, 1882, a special mortgage tax law was passed, declaring that all mortgages should be taxed at their face or par value. The effect of this law has been, in the main, harmful. The companies previously named immediately called in all matured loans and have greatly reduced their investments since the law went into effect. That the development of the resources of the country has been retarded by this legislative attempt to decrease the profits to the mortgagor, is an acknowledged fact. Foreign capital, in a great measure, has sought other fields, while the mortgage demand being much greater than the supply, has caused a higher rate of interest to be maintained than would have been the case if competition for mortgage securities had prevailed.

In the following pages we have aimed to present more in detail the history of each banking institution in Portland.

No change occurred in the firm of Ladd & Tilton, private bankers, from the time they commenced business, in April, 1859, until 1880, when Mr. Tilton withdrew. They commenced business at 73 Front street, and so successfully were they that, in 1861, the capital was increased from \$50,000 to \$100,000. A few years later the earnings of the bank turned into the business brought its capital up to \$1,000,000. When the partnership was dissolved, that is, in 1880, bills receivable amounted to upwards of \$2,500,000. As an evidence of the sound and safe business conducted by this concern, it may be stated, that when the bank made its statement, in 1888, there was less than \$1,300 of this balance still outstanding. Business was conducted on Front street until 1869, when the present

bank building, corner of First and Stark street was completed. The career of W. S. Ladd, who has been at the head of this financial house from the start, is so thoroughly given in other portions of this volume as to make further mention in this connection unnecessary. His close business calculation and powers of financiering have made possible the accumulation of the largest private fortune in the Pacific Northwest. He still personally superintends and manages his extensive interests with all the shrewd, far-seeing business sagacity which marked his younger years. Since the retirement of Mr. Tilton, Mr. Ladd's eldest son, William M., has been a partner in the bank. He inherits many of his father's traits, a strong will, perseverance and sterling integrity. He was prepared for college at Andover, Massachusetts, and graduated from Amherst College in 1878.

The First National Bank, as its name implies, was the first bank organized on the Pacific Coast under the national banking law, and remained for several years the only one. It was organized early in 1866 and opened its doors for business in May of the same year with a paid up capital of \$100,000. L. M. Starr was president and James Steel, cashier. The opening was announced by advertisement in the *Oregonian* of May 9, stating that the bank was the designated depository and financial agent of the government, and that exchange would be drawn on San Francisco and New York at favorable terms. For some time the bank occupied the upper floor of the building, No. 73 Front street.

In August, 1869, the greater part of the stock of the concern passed into the hands of Hon. Henry W. Corbett and Hon. Henry Failing, who have since so successfully controlled its destinies and extended its business. Its capital has been increased from \$100,000 to \$500,000, while its foreign business has been extended until now it has correspondents in ever important city in the world and has become the principal banking house of the city. Since 1869 Henry Failing has been president of the bank and Henry W. Corbett, vice president. The other officers are: G. E. Withington, cashier and H. J. Corbett, assistant cashier. The present building occupied by

the bank on the corner of First and Washington streets was erected in 1883 at a cost of \$80,000, and is the finest bank building in the city.

The Bank of British Columbia is a branch of a London, England, corporation, which was founded in 1860 and has a capital of \$2,425,000. The Portland branch was established in 1866 with E. Russel as acting manager. It has been very successfully conducted and enjoys a liberal patronage. For several years, George Good, a financier of well recognized ability, has had charge of the business in this city. The bank building, at the junction of A, Front and Vine streets, was erected in 1882 and cost \$65,000.

The Oregon and Washington Mortgage Savings Bank was incorporated in 1876, with William Reid as president, and reorganized in 1881. It has done a large amount of business, principally among the farming population of the Willamette Valley, several million dollars having been loaned to this class during the first eleven years of the bank's existence. William Reid has continued as president ever since the organization of the bank. William Lowe is cashier.

The Portland Savings Bank was organized in 1880, and for the first two years of its existence was conducted largely as a matter of experiment. From a small beginning it has grown, however, to be one of the leading banks of the city. The first location of the bank was at the corner of Ash and Front streets, but at the end of the first year the demands of the business requiring larger quarters the bank was removed to the corner of Second and Stark. Here it remained until the completion of the elegant bank building at the corner of Washington and Second, where the bank occupies most attractive quarters. The president of the bank is Frank Dekum, who was also one of the incorporators of the institution. The other officers are W. K. Smith, vice-president, and H. C. Stratton, cashier. The board of directors is composed of D. P. Thompson, W. F. Burrell, Frank Dekum, W. K. Smith, R. M. Wade, George H. Durham, S. A. Durham, C. A. Dolph, Ward S. Stevens, E. J. Jeffrey and Cleveland Rockwell. The bank has a paid up capital of \$125,000, with a surplus and undivided profits of \$120,000.

The London and San Francisco Bank is a branch of an English corporation, with headquarters in London. It was established in 1882, and represents a paid up capital and reserve of \$2,375,000. Under the direction of W. Mackintosh, manager, this institution has had a well deserved success in Portland.

The Merchants' National Bank is successor to the Willamette Savings Bank. The latter institution was incorporated in 1883, with James Steel as president, but, in 1886, it was changed to a commercial bank under the present name of the Merchants' National Bank. Mr. Steel was chosen president, and has continued to retain the position ever since. His connection with the bank has largely contributed to its success. For many years he was cashier of the First National Bank and is not only a financier of acknowledged ability, but is a moving spirit in many important enterprises which have been inaugurated in Portland during recent years. Associated with Mr. Steel in the management of the bank is J. Loewenberg, the vice-president, who is prominently identified with some of the strongest financial organizations in the Northwest. I. A. Macrum is cashier. The board of directors is composed of James Steel, J. Loewenberg, H. L. Hoyt, J. K. Gill, J. F. Watson, W. C. Johnson and I. A. Macrum.

The Oregon National Bank is the out growth of the Metropolitan Savings Bank, which was incorporated in September, 1882, with a capital of \$150,000. Hon. Van B. DeLashmutt was the leading spirit in its formation, and was elected president. Under his able financiering the venture proved a success, notwithstanding the depressed condition of the country which immediately followed its inception. On the foundation of the success achieved, the Oregon National Bank was organized in June, 1887, with a capital of \$150,000, which later on was increased to \$200,000. Mr. DeLashmutt was elected president, a position he has ever since retained. The other officers of the bank are George B. Markle, vice-president, and D. F. Sherman, cashier. The directors are: Richard Williams, George H. Williams, George B. Markle, W. W. Thayer, Van B. DeLashmutt, D. F. Sherman, J. H. Smith, H. Thielsen and C. H. Dodd. The Oregon National Bank has rapidly gained a large

business and holds a place in the foremost rank among the financial concerns of the city. The officers have in contemplation the erection of a new bank building which will be an ornament to the city and furnish adequate accommodations for the growing business of this institution.

The Portland National Bank was incorporated in May, 1884, and has been in successful operation ever since. Wm. Reid is president and Wm. Lowe, cashier. The directors are: William Reid, A. Reid, C. J. McDougall, John McGuire and F. E. Habersham.

The Ainsworth National Bank was organized in 1885, with a capital of \$100,000. This bank is located in the Ainsworth block, corner Third and Oak streets, a substantial fire proof building. In connection with the bank is a safe deposit vault for the storage of valuables, which is extensively patronized. The officers of the bank are: L. L. Hawkins, president; W. K. Smith, vice-president; J. P. Marshall, cashier. The directors are L. L. Hawkins, W. K. Smith, Preston C. Smith, J. P. Marshall and W. S. Charleston.

The Commercial National Bank commenced business January 4, 1886, with a capital of \$100,000, which has since been increased to \$250,000. D. P. Thompson the president of the bank is largely interested in country banks and has thus been enabled to draw around him an extensive clientage. Frank Dekum is vice-president, and R. L. Durham, cashier. The board of directors is composed of D. P. Thompson, Frank Dekum, R. M. Wade, E. S. Kearney, George H. Williams, R. Jacobs, L. White, Henry Weinhard, Cleveland Rockwell, J. W. Hill, H. C. Wentman, J. B. David, W. F. Burrell, George H. Durham and R. L. Durham. This bank occupies a portion of the Portland Savings' Bank building, corner of Second and Washington streets.

LOAN AND TRUST COMPANIES.

The Northwest Loan and Trust Company, and the Portland Trust Company of Oregon, both do a savings bank business. The former was incorporated February 2, 1887, with a capital of \$150,000. It receives and pays interest on sums of one dollar and upwards, and also executes trusts of every description; acts as assignee, receiver, guardian, executor and administrator or in any other

fiduciary capacity. The officers are George B. Markle, president; J. L. Hartman, treasurer, and W. G. Dillingham, secretary. The board of directors is composed of George H. Williams, Herbert Bradley, S. B. Willey, H. Thielsen, J. A. Sladen, C. A. Alisky, Thos. F. Osborn, D. F. Sherman, Geo. B. Markle, J. L. Hartman, Chas. F. Beebe and J. Thorburn Ross.

The Portland Trust Company was incorporated April 22, 1887. It receives deposits in sums of two dollars and upwards. Its officers are H. L. Pittock, president; A. S. Nichols, vice-president, and Benj. I. Cohen, secretary. These officers, with A. M. Smith, C. E. Sitton, Cleveland Rockwell, W. W. Spaulding, L. G. Clarke, Charles H. Woodward and A. F. Hildreth compose the board of directors.

INSURANCE COMPANIES.

During the last few years four local insurance companies have come into existence in Portland, and all of them are prosperous and on a solid financial basis. The oldest of these is the Oregon Fire and Marine Insurance Company which was incorporated in 1881 and has a paid up capital of \$220,000. L. White is president; H. W. Corbett, vice-president and Edward Hall, secretary.

The Northwest Fire and Marine Insurance Company was incorporated in January, 1886, but did not commence business until the fall of 1887. It has a capital of \$500,000. The officers are: J. Loewenberg, president; J. McCracken, vice-president; R. P. Earhart, secretary and manager; F. M. Warren, treasurer, and E. Everett, assistant secretary.

The Columbia Fire and Marine Insurance Company was organized in May, 1887, with a cash capital of \$500,000. It engages in all the business pertaining to fire and marine insurance. The directory of the company includes: D. P. Thompson, Asabel Bush, Frank Dekum, H. Thielsen, Walter F. Burrell and John A. Child. The officers are: Frank Dekum, president; A. H. Breyman, vice-president, and Peter Outcalt, secretary.

The Pacific Fire Insurance Company of Portland was organized March, 1888, with a capital of \$500,000. F. E. Beach is president; Wm. McFall, vice-president; J. A. Strowbridge, treasurer, and W. F. Brownnton, secretary.

CHAPTER XV.

THE PRESS.

Early Efforts to Start a Newspaper—Growth and Progress of the *Oregonian*—*The Evening Telegram*—*The Western Star*—*Democratic Standard*—*Portland Daily News*—*Pacific Christian Advocate*—*Daily Evening Tribune*—*Oregon Herald*—*Portland Daily Bulletin*—*Daily Bee*—*Daily Evening Journal*—*Evening Post*—*Northwest News*—*Oregon Deutsch Zeitung*—*Staats Zeitung*—*Freie Press*—List of Newspapers which Appeared from 1870 to 1880—*Catholic Sentinel*—*The New Northwest*—*Portland Journal of Commerce*—*North Pacific Rural Spirit*—*East Portland Papers*—*The West Shore*—*Sunday Mercury*—*Sunday Welcome*—*Pacific Express*—*Oregon Times*—*The World*—Newspaper Mortuary Record from 1880 to 1890.

PORTLAND has always had an industrious and vigorous press. The fathers of the city were not slow to perceive that among the things necessary to build up the city and make it known to the world was an active and enterprising press, and very soon after the city was started there was an effort to establish a newspaper here. The project was talked of for a considerable time before means were found of carrying it into execution. It was no easy matter to find a man who would undertake the publication of a newspaper in so young and small a community, and who at the same time possessed the ability and energy necessary for such a work. In those days there was not a newspaper in every village, as now. The business was yet to be created. Finally, towards the end of the year 1850, Col. W. W. Chapman, Hon. H. W. Corbett and others resolved that Portland must not wait longer for a newspaper, and that measures must be taken to establish one.

In the autumn of 1850, Messrs. Chapman and Corbett were in San Francisco on a variety of business relating to the new city of Portland. The newspaper was not forgotten. Their desire was to find a man who had the means of establishing a weekly newspaper and experience in conducting the business. Such a man fortunately was found in Thomas J. Dryer, the founder of the *Oregonian*. Mr. Dryer was a native of Ulster County, New York. He had worked on the country press in his State, and had become known as a vigorous writer. He was not a man of much literary culture, but

had high intelligence and great energy, and by nature belonged to the west rather than to the east. He had just arrived in California and had brought with him a hand press and a small lot of printing material. Mr. Corbett, in pursuit of a man who would establish a paper in Portland, fell in with Mr. Dryer, and undertook to show him that Portland was just the place for him; just the place where he could make an outfit like his own available. Colonel Chapman joined in the effort, and Mr. Dryer was induced to come to Portland to start a newspaper.

There was delay in getting the press and material shipped to Portland, but it finally arrived and was hastily put in order, and the first number of the *Oregonian* appeared December 4, 1850. It was a sheet of four pages, six columns to the page, and was to be published weekly. From that day to this it has never missed a weekly issue. Mr. Dryer was an aggressive and spirited, though not a scholarly or polished writer. The journals of that day gave little attention to reporting the ordinary incidents or affairs of their locality; news-gathering had not yet been developed into a science or business, and petty political discussion, consisting largely of personalities, and often descending to grossness, was the staple of the newspaper's work. Soon after the *Oregonian* was started at Portland the *Statesman* was started at Oregon City, and as one was Whig and the other Democrat, controversies soon became hot between them. During a long period their columns were filled with bitter articles against each other, and the personalities of journalism were carried to an extreme seldom witnessed elsewhere. Their remote positions from centre of news, and the fact that few things of importance were transpiring in so small a community, were other causes that led the Oregon journals of that period to devote their space so largely to petty contention and personal vituperation. But the "Oregon style" passed away in course of years, with the conditions that produced it.

The *Oregonian*, it is needless to say, was not a prosperous paper. Its earnings were small and debts accumulated, but means were found to carry it on from year to year. In 1853, Henry L. Pittock, who had just arrived in Oregon, across the plains, was engaged to

work upon the paper. He was a practical printer, a youth of steady habits and great industry, and upon him gradually fell the duty of publishing the paper. Mr. Dryer gave little attention to details; he wrote editorials when in the humor—usually when he wished to assail or retort on opponents—and yet the paper was a positive force in Portland and throughout Oregon, chiefly because it suited the humor of a considerable number of the people, and there was nothing else to take its place. Mr. Dryer, through its columns and through his activity in the small politics of the day, kept himself continually before the people; he was several times a member of the territorial legislature, where he was as aggressive as in the columns of his newspaper; and later he was a member of the convention that framed the constitution of the State. Meantime, Mr. Pittock, with the industry, perseverance and judgment that have since made him so conspicuous as a manager in journalism, was attending to the details and “getting out” the paper week after week. In 1860, Mr. Dryer was chosen one of the electors on the Lincoln presidential ticket. The next year he was appointed minister to the Hawaiian Islands, and as he owed Mr. Pittock quite a sum for services, the latter took the paper and soon started it upon that career which has since made it so successful and famous in journalism. Mr. Dryer, after several years of residence abroad, returned to Portland, where he died in 1879.

Upon undertaking to publish the paper on his own account, Mr. Pittock's first resolve was to start a daily. Two daily papers were already published in Portland—the *Times* and *Advertiser*; and each of these appeared to have a better chance for life than the *Oregonian*. But the patience, industry, application and skill of Mr. Pittock soon decided the contest in his favor. The first number of the *Daily Oregonian* appeared February 4, 1861. It was a sheet of four pages, with four columns to the page. As the civil war was just then breaking out great efforts were made to get news, and the energy of the *Oregonian* put it in the lead of its competitors. It was assisted also by its vigorous espousal of the cause of the Union, and people began to look to it not only for the news but for expression of their sentiments upon the great crisis. Simeon Francis, a veteran news-

paper man from Springfield, Illinois, became editor, and held the place about one year, when he withdrew to accept a position in the army. He was succeeded by Amory Holbrook, a very able man but an irregular worker, who held the position two years. During 1864 and part of 1865, various persons did editorial work on the paper, among whom John F. Damon, now of Seattle, and Samuel A. Clarke, of Salem, deserve mention. In May, 1865, Harvey W. Scott was engaged as editor, and has ever since held the position, with the exception of the interval from October, 1872 to April, 1877, during which the paper was under the charge of W. Lair Hill.

In 1872, Hon. H. W. Corbett bought an interest in the paper, which he held till 1877, when he sold it to Mr. Scott, who resumed editorial charge. Since that time the paper, under Mr. Pittock as manager and Mr. Scott as editor, has grown with the country, has increased in circulation and has fully established itself at the head of journalism in the Northwest. Of the importance of Portland as a city, of the extent of the business of Portland and of the super-eminent position of the city in the Northwest, there is no surer attestation than the pages of the *Oregonian*.

The *Evening Telegram* was started in April, 1877. It was undertaken by an association of printers and was helped by the proprietors of the *Oregonian*. This arrangement lasted not much more than a year, when the printers who had engaged in it decided to go no further. The proprietors of the *Oregonian* thereupon took up the paper and have published it ever since.

The *Western Star* was started at Milwaukie shortly after the *Oregonian* was started at Portland. Milwaukie was a rival of Portland for commercial eminence, but it was soon perceived that the race was hopeless and the *Western Star* was brought down to Portland, where it was published as the *Oregon Times*. This paper was started by John Orvis Waterman, who remained with it several years. He was succeeded by Carter & Austin, who published the paper till 1861, when it was suspended. In 1854, the *Democratic Standard* appeared. Under the management of Alonzo Leland, who now lives at Lewiston, Idaho, it wielded some power in local politics. James

O'Meara succeeded Leland in 1858. A year thereafter it suspended publication, but was soon after revived and for a few months continued the struggle for existence, making its last appearance on June 6, 1859.

On April 18, 1859, the first number of a daily newspaper was issued in this city. It bore the title of *Portland Daily News*, and was published by S. A. English & Co., with E. D. Shattuck as editor. It soon ceased to exist, and the material upon which it was printed was moved to Eugene City. The advent of the *News* was quickly followed by the appearance of the *Oregon Advertiser*, a weekly journal, under the editorial and proprietary control of Alonzo Leland. This paper continued to be published until October, 1862. Toward the end of its career S. J. McCornick became editor. He was succeeded by George L. Curry, the last editor of the paper, who had been one of Oregon's territorial governors. The *Advertiser* was uncompromisingly democratic in its utterances and to such an extent did it support the anti-war attitude of its party during the early period of the war of the rebellion that its suspension was not entirely voluntary.

The Pacific Christian Advocate, the oldest religious journal in Oregon and the only paper, exclusive of the *Oregonian*, which has had an existence since the pioneer days of Portland, has been published since 1855. It was first established at Salem as an independent Methodist weekly with Rev. T. H. Pearne as editor, but in 1859 was removed to Portland. It was published as an independent paper until the session of the general conference of the Methodist Episcopal Church in 1856, when that body adopted it as a general conference paper, and selected Mr. Pearne as editor for four years. Mr. Pearne continued as editor until 1864, when Rev. H. C. Benson, D. D., was chosen as his successor. The latter was succeeded in 1868 by Rev. Isaac Dillon, D. D., who occupied the editorial chair for eight years. In 1876 Rev. J. H. Acton became editor and served for four years. During all these years the paper was by no means self-supporting and had been a source of considerable expense to the general conference. In view of this fact, at the meeting of the general conference in 1880 it was determined to discontinue the

Advocate, and after paying its liabilities to donate the paper to the Oregon and Columbia River General Conference. This was done, and the conference named turned the paper over to a joint stock company composed of members of the conference of which George W. Staver is president, Rev. Alfred Kummer, secretary and treasurer and Rev. A. J. Hanson, business manager. Rev. H. K. Hines was selected as editor under the new management. He served for eight years and during that time the subscription list largely increased and the paper was placed on a good financial basis. In 1888 Rev. W. S. Harrington became editor—a position he still holds. The present circulation of the *Advocate* is about twenty-four hundred copies.

After the suspension of the *Advertiser* the next newspaper venture in Portland, in connection with the secular press, was the *Daily Evening Tribune*, which was first issued in January, 1865. Col. Van Cleve and Ward Latter were its editors. It had a brief career, suspending within a month from date of issue.

The *Oregon Herald* followed the *Tribune*, appearing March 17, 1866, with H. M. Abbott and N. L. Butler as editors and proprietors. It was started as a Democratic organ. In June, 1866, the paper was purchased by a stock company composed of some of the leading Democratic politicians of the State, among the directors being A. E. Wait, W. Weatherford, J. K. Kelly, L. F. Grover, J. S. Smith, N. L. Butler and Dr. J. C. Hawthorne. Under the new management, Beriah Brown became editor. Financially the paper was not a success, and in November, 1868, it was sold to W. Weatherford, Sylvester Pennoyer at the same time becoming its editor. A few months later Mr. Pennoyer purchased the paper, continuing as editor and publisher until July 1, 1869, when he disposed of it to T. Patterson & Co. For a time thereafter Eugene Semple was editor. The paper, however, had but a brief existence after its last sale, and was finally forced to suspend, the entire plant being disposed of at auction.

Before the suspension of the *Herald*, however, two new dailies entered the field, the *Portland Evening Bulletin*, edited by J. F. Atkinson and the *Portland Evening Commercial*, edited by M. P. Bull, the former appearing January 6, 1868, and the latter July

11th, of the same year. They pursued an independent course in dealing with political questions, and made a vigorous fight to secure support, but both failed to find the road which leads to success in journalism, and after comparatively brief careers were added to the death roll of Portland newspapers.

The *Portland Daily Bulletin* was one of the unfortunate enterprises connected with Ben Holladay's movements in Oregon. In furtherance of his vast schemes he estimated at its full value the aid of a newspaper which would be absolutely within his control. With this idea in view he purchased the plant which had been used in the publication of the *San Francisco Times* and removed it to Portland. The *Bulletin* made its appearance in 1870, with James O'Meara as editor. In 1872, H. W. Scott was associated in the editorship, but remained only a few months when T. B. Odeneal took charge. Under Odeneal's editorial management the paper continued until it suspended publication in October, 1875. It was one of the most disastrous ventures in the history of Portland journalism, having cost nearly \$200,000, more than its entire income during the brief years of its existence. The plant was sold at auction, and was scattered throughout Oregon, Washington and Idaho and is still doing its duty in connection with country journalism.

Two more dailies made their appearance in 1875, *The Daily Bee* and the *Daily Evening Journal*. *The Bee* was first issued November 2, 1875. It was a diminutive paper to begin with and was circulated free by its publisher, D. H. Stearns, until December, of the same year, when it was enlarged and run as a Republican journal. During the greater part of its existence it was controlled by Mr. Stearns, but in the meantime it was at different times published by companies and for about eighteen months was owned by W. S. Chapman. In 1878 Chapman sold it back to Stearns who continued its publication until June, 1880, when he disposed of it to Atkinson & Farrish. The last named proprietors, in August, 1880, changed its name to the *Portland Bulletin*, and for a year or two thereafter it appeared under this name, finally suspending in the latter part of 1882.

The *Daily Evening Journal* had an existence of only a few months, being purchased in July, 1876, by A. Noltner, who six months previously had commenced the publication of the *Weekly Standard*. After the purchase of the *Journal*, the *Standard* was issued as a daily evening paper until September, 1879, when it was changed to a morning publication. Under Mr. Noltner's management the *Standard* became one of the best known papers the Democrats have ever had in Oregon. For a time it was the official paper of the city and enjoyed a well merited period of prosperity. In June, 1885, Mr. Noltner sold the paper to S. B. Pettingill, who continued it as editor and proprietor, until February, 1886, when it ceased to exist.

The *Evening Post*, *Daily Evening Chronicle* and the *Northwest News* complete the list of Portland dailies which for a time were published, but for various reasons were not successful. The *Post* made its appearance in March, 1882, with Nat L. Baker as editor, but like the *Chronicle*, which appeared about two years later under E. G. Jones as proprietor, it had an existence of only a few months. The *News* had a much more extended and interesting history. It appeared in January, 1883, with Nathan Cole as editor. Mr. Cole, who came from St. Louis, conducted the paper about a year and a half when it was sold to Francis M. Thayer and A. N. Hamilton, both of whom had had experience in journalism, the former at Evansville, Indiana, and the latter at Salt Lake, Utah. Mr. Thayer assumed the editorial and Mr. Hamilton the business management of the paper. After more than two years experience and the expenditure of large sums of money in conducting the paper, and failing to make it a success, they sold out to a stock company, composed of a number of the leading republican politicians of the city. Under the new order of things James O'Meara was selected as editor and J. D. Wilcox became business manager. As a financial venture the paper did not improve under the new management. It continued to be a great absorber of capital with no adequate returns for the money invested. This state of affairs continued until the stockholders refused to advance the necessary funds to keep it alive and in consequence it suspended in October, 1888, having cost from the time it

was started until its career closed, more than \$200,000, above its entire receipts.

Among Portland publications, not previously mentioned and other than the daily papers, the *Oregon Deutsch Zeitung*, a weekly German paper, comes next in chronological order. It was issued in the early part of 1867 by C. A. Laudenberger, by whom its publication was continued until it suspended in 1884. It was the first paper printed in the German language in Portland. The *Staats Zeitung*, another German weekly, was first issued in October, 1877 with Dr. J. Folkman as editor and proprietor. This publication has since been continued and is recognized as the leading German paper in the State. A daily issue was commenced in December, 1887, and has proven a successful venture. Dr. Folkman is still editor and proprietor, but is assisted in the editorial management by F. A. Myer.

Portland has still another German weekly, the *Freie Press*, which was established in March, 1885, by vonOtterstedt & Sittig. Von Otterstedt has since retired and Bruno Sittig has become sole proprietor.

The decade from 1870 to 1880 witnessed the birth of numerous weeklies, some of which still survive, but most of them are either dead or have been merged in other publications. The following comprises the names under which they originally appeared: *Catholic Sentinel*, *Pacific Rural Press*, *Columbia Churchman*, *New Northwest*, *Sunday Welcome*, *Commercial Reporter*, *Monthly Musical Journal*, *North Pacific Rural Spirit*, *Good Templar*, *Sunday Mercury*, *West Shore*, *Temperance Star*, *Northwest Farmer and Dairyman*, *Weekly News*, *Willamette Farmer*, *The Churchman*, *Oregon Literary Vidette*, *East Portland Call*, *The Vindicator*, and *Democratic Era*. Of the foregoing, the *Catholic Sentinel* was started in February, 1870, under the immediate encouragement and authority of Very Rev. J. F. Fierens, Vicar General and then acting Bishop of Oregon. The inception of the enterprise was due to H. L. Herman and J. F. Atkinson, who were the publishers for the first two years of its existence. Mr. Herman continued the publication for a few years after Mr. Atkinson withdrew, and until a joint stock company composed of the archbishops of the diocese, the

Bishops of Vancouver and Nesqually and the Catholic clergy generally, took control of the paper. In 1881 Joseph R. Wiley became editor. He was succeeded by the present editor, M. G. Munly, in February, 1886. The *Sentinel* is devoted to the dissemination of religious matters pertaining to the Catholic Church and is the only Catholic newspaper in the Pacific Northwest. It is extensively circulated in Oregon, Washington, Montana, Idaho and British Columbia.

The *New Northwest*, a weekly publication, was began in May, 1871, by Mrs. Abigail Scott Duniway. Its purposes and aims were outlined in its first issue as being "devoted to the enfranchisement of women and full emancipation of speech, press and people from every fetter of law or custom that retards the free mental and physical growth of the highest type of humanity." Under Mrs. Duniway it became a vigorous and well known champion of women suffrage, while it possessed much merit as a literary paper. It was sold in January, 1887, to O. P. Mason, who conducted it as a literary journal until March, 1889, at which time having purchased the *Pacific Farmer*, which had been started in 1879, by the Frank brothers, as the *Farmer and Dairyman*, he discontinued the *New Northwest* and has since published the *Pacific Farmer*, a weekly agricultural journal.

The *Commercial Reporter*, the predecessor of the *Portland Journal of Commerce*, was first issued in August, 1872, by J. R. Farrish, and published by him for two years. It afterwards passed into the hands of George H. Himes, J. Perchin and S. Turner, each retaining it for a short time. In July, 1874, J. F. Atkinson became the owner, publishing it alone until January 1, 1880, when J. R. Farrish purchased a half interest in the paper, after which its name was changed to the *Commercial Reporter and Journal of Commerce*. In 1884, the paper became the property of a stock company, when the present name, *Portland Journal of Commerce*, was adopted. It is an eight page folio, issued weekly, and exclusively devoted to commercial and shipping interests. A. C. A. Perkes is editor. Soon after the present company became owner of the paper, the *Commercial Herald*, started in 1883, by D. C. Ireland & Co., was absorbed by purchase.

The *Columbia Churchman*, after passing through many vicissitudes, at times being issued weekly, semi-monthly and monthly, has now become known as the *Oregon Churchman*, and is issued monthly. It is the organ of the Episcopal Church in Oregon.

The *North Pacific Rural Spirit* was founded in 1878, by W. W. Baker. He afterwards purchased the *Willamette Farmer* and has united the two papers under the name of *The North Pacific Rural Spirit and Willamette Farmer*. It is an agricultural and stock journal and is issued weekly. Mr. Baker has associated with him in its publication his two sons, Frank C. and J. Van S., under the firm name of W. W. Baker & Sons.

The *Oregon Literary Vidette*, *East Portland Call*, *The Vindicator*, and *Democratic Era* were all weekly issues, published in East Portland. The first named was published by E. O. Norton, and issued in 1879. It had an existence of a year or two. The others mentioned died in their extreme youth.

The *West Shore* is one of the most successful of the journalistic ventures which have been started in Portland in recent years. It was founded in August, 1875, by L. Samuel, who has ever since been the sole proprietor. At first it was a small eight page four column monthly paper illustrated with stock cuts purchased in the east and a few local cuts made in San Francisco. The undertaking was liberally supported and proved such a success that in September, 1878, the publication was enlarged to a thirty-two page quarto and lithographic illustrations began to be used. Gradually the purchased cuts were dropped and only new and original ones were used. In January, 1884, the number of pages was increased to forty-eight, and three years later it was changed to the size of Harper's Magazine and the number of pages increased to seventy-two. In 1888 it was again enlarged to a quarto size and still maintained at seventy-two pages. September 14, 1889, it was converted into a weekly, in which form it has since been published, its chief illustrations being in colors and tints, and is published jointly from Portland and Spokane Falls, Washington. It is profusely illustrated with finely executed cuts representing the scenery and the architectural improvements in Oregon, Washington, Idaho, Montana

and British Columbia, while the literary character of the journal is of a high grade. It has secured a large circulation throughout the country and is doing an excellent work in properly representing the resources and advantages of the Pacific Northwest. Mr. Samuel is a publisher of experience and rare business judgment and the success of the *West Shore* is almost solely due to his efforts.

The *Sunday Mercury* is the successor of a weekly paper known as the *Mercury*, started at Salem in 1870 by Wm. Thompson and several other gentlemen. A year later Thompson became sole proprietor, remaining as such for several years, when he sold the paper to Walter S. Moss, who removed it to Portland in 1880, and began its publication as the *Sunday Mercury*. In 1883 it was purchased by the Mercury Publishing Company by which it is still published. Frank Vaughn is secretary of the company and B. P. Watson, manager.

The *Sunday Welcome* was first issued August 14, 1875, with J. F. Atkinson and James O'Meara as publishers. O'Meara subsequently withdrew and Atkinson continued it alone until January 1, 1880, when J. F. Farrish became associated with him. They continued it until the present publishers, Sutherland and Burnett, gained control. It is now issued Saturday evening.

Of the papers not previously mentioned, now published at Portland, the *Weekly Pacific Express*, *Oregon Times* and *The World* complete the list. The first named is the successor of the *Prohibition Star*, started at Salem in 1885. In 1888 it was moved to Portland when the present name was adopted. Major J. F. Sears had editorial charge for about a year after the removal to this city and was assisted by H. S. Lyman. After the retirement of Major Sears, Mr. Lyman continued its editorial management until the present editor, G. M. Miller, took charge of the paper. J. M. C. Miller is business manager. The *Express* is a general reform advocate; is the champion of the Knights of Labor, Union Labor Party and the recognized organ of the Women's Christian Temperance Union and the Prohibition Party.

The World is a democratic weekly, and was founded in 1885 by A. Noltner, who remained editor and proprietor until his appoint-

ment as Collector of Customs in 1886, when he sold the paper to J. W. Young. Mr. Young ran it about a year when he disposed of it to McCall & Newell, by whom it is still published.

The Oregon Times is another democratic weekly. It was started in May, 1886, by Nathan L. Baker, by whom it is still published. It is a seven column eight page paper and circulates principally in Oregon.

The newspaper mortuary record from 1880 to 1890 embraces journals of every possible appearance and character, all of which passed away in early youth. A few reached two years of age but most of them never celebrated a birthday. The newspaper crafts launched between these two dates and floundered before they had voyaged far, are, as accurately as possible, embraced in the following list: *Oregon Farmer*, an agricultural weekly, published by W. L. Eppinger; *Vox Populi*, published by Paul M. Brennan; *The Portland Sunday Chronicle*, by J. F. Atkinson; *Rising Sun*, a weekly, devoted to spiritualism, by Mrs. L. L. Brown; *Pacific Overseer*, a weekly organ of Ancient Order of United Workmen, by C. A. Wheeler; *Christian Herald*, by Stanley & Wolverton; *Polaris*, a religious weekly, Rev. J. H. Acton; *Farmers' Gazette*, by W. E. Evans; *Oregon Siftings*; *Portland Weekly Times*, by Cook & Shepard; *Avaut Courier*, by Frank D. Smith; *Kane's Illustrated West*, a monthly by T. F. Kane; *Northern Pacific Union*; *Oregon and Washington Farmer*, S. A. Clark, and *The Hesperion*, by R. A. Miller.

CHAPTER XVI.

A GENERAL DESCRIPTION OF THE CITY.

Present Appearance of Portland—View from River and Hills—Prominent Buildings—Character of Streets—Albina—Parks—Exposition Building—Chinese Quarters—Hotel Portland—East Portland—Cemeteries—Casualties of Nature—Floods and Fires.

IN order to describe a number of the features of our city, which need not be treated separately, but without which our work would be quite incomplete, it is attempted here to pass through the place from north to south, giving a running commentary upon scenes and events as we go, and to throw in gratis whatever hard facts or statistics may be necessary for elucidation. It will be borne in mind that this is a description of the Portland of to-day, and may therefore serve for future reference, as well as for present information.

A poet of America once pitched upon the Columbia river and its continuous woods as a type of solitude. This imperial stream, although now tracked by steamships and hundreds of boats, nevertheless impresses one as still lonely; the small rude villages, the canneries, the sawmills, situated in the shade of the forests or in the clefts of the hills, as yet exert no influence to transform the character of the river. On nearing the mouth of the Willamette one finds this air of solitude still unrelieved. St. Helens, an old-fashioned spot, possesses a certain dreamy attraction on its green shores above its bluff rocks, but is unable to break the spell. The wonderfully beautiful islands and shores of the Willamette at the delta, fail to betray the fact that white men have been here for nearly a century. They are marked with but slight traces of man, unless it be for the huts of wood cutters, or the barns of cattle raisers. The wide, open meadow lands lie uncultivated. The trees along the shore have been felled but here and there. The steep impending hills to the west rise in successive eminences and ridges, hardly betraying the stroke of an axe. Old, weather beaten houses on the shore, a few mossy orchards, sweeping green meadow lands, with cows wandering and grazing, make up most of the picture. To be sure

one sees occasional sections of the railroad line and the telegraph poles strung on invisible wires, but hardly a more pristine scene is to be met with in the world, than on the lower Willamette, and it gives scarcely an intimation of the presence of a city. One would think Linnton or St. Johns the end of the way.


From the lower river Portland is scarcely imposing. It has not amplitude of front to give it perspective. It could never rival New York, as seen from its lower bay. It has not the amphitheatric presence of San Francisco, or even Tacoma, enabling the observer to take in the whole picture at one glance. Neither has it a magnificent sweep of water to introduce it, like Astoria, or the sense of infinity from contiguity to the sea. The hills, still ragged with a forest broken but not cleared, tower on the horizon, and form the emphatic portion of the prospect. On the east side, as one looks against the face of the rolling plain, giant stubs of dead trees belonging to the once imperial forest, rise irregularly from out of a ground work of picturesque brush and wild young fir trees that have sprung up with the vigor of ancient times, but ignorant that they have fallen upon an age no longer benignant to their existence.

The general *ensemble* of the city as it slowly discloses itself from behind the bold shoulders of King's Heights, is still that of nature untamed, and seems almost to forbid the idea that a city of 50,000 inhabitants lies between the river and hills. Nature is here present upon such a preponderating scale that it may be well doubted whether the general idea of art, and the craft of man as the ruling sentiment will dominate for half a century yet. Even piling up buildings of many stories in height, and towers, and lining the rivers with masts, seems to be but as the sinking of a river into the ocean—art into nature—leaving the long circle of hills to smile or darken as the sky is bright or dim. On a fine day the Heights are gay with greenery or the colored foliage of deciduous trees; and in the summer flush to pink, or pale to amber on their exposed fronts. But more habitually they affect heavier tints, assuming a dark blue or a sombre purple. A soft veil of haze, curtain like, frequently rests over the city, and lies in tenuous invisible folds on the prominences, gathering to more preceptible depths in the cliffs and ravines. The

rich verdure, the stately trees that will always grow, and the tinted atmosphere, will ever give Portland a peculiar tone and coloring of her own—not ruddy or blazing like some tropical or Rocky Mountain city, but rich, warm and entrancing.

Wreaths of smoke from a multitude of stacks, here and there jets of white steam from almost every building on the water front; masts of ships, bustling steamers and the iron bridge, looking in the distance like the work of genii, at length arouse one from the powerful spell of nature, and assure him that he has reached the place. Two great buildings at Albina demand first attention, and show upon what a great scale the city is now working. These are the Portland Flour Mills and the Pacific Coast Elevator. The flour mills occupy two immense buildings of seven stories in height, and turn out a product that not only feeds our own people, but goes the world over. Trains of cars run immediately to their walls. They are the property of W. S. Ladd & Co.

The Elevator is a new enterprise, and a building has been erected this summer at a cost of about \$1,000,000. It was established by a capitalist of Minneapolis, F. H. Peavey, who is the principal owner. Mr. E. C. Michner is the resident partner and general manager. Mr. D. P. Brush is superintendent. All of these gentlemen are thoroughly acquainted with the methods of handling wheat by elevator, and their enterprise undoubtedly marks a new era in the method of shipping cereals. The elevator is an enormous structure, built upon deep water of the river on a foundation of piling, which, however, is being filled in with earth at a cost of \$20,000. It is 375 feet in length over all by 70 feet in width, with a height of 150 feet to the peak. It has a capacity of 1,000,000 bushels, being fully up to the eastern elevators in all dimensions. By its eight shippers, or sixteen elevators, eight cars may be unloaded at once, in about fifteen minutes time; and two ships may be likewise loaded. It is furnished with eight separators and cleaners, with a capacity of 3,000 bushels each per hour. There are also sixteen scales of a capacity of 60,000 pounds each. It is in every respect furnished with the latest appliances, such as steam shovels, and is adapted to handling in bulk or in sacks. The entire building is lit by 178



incandescent electric lights operated by an engine and dynamos on the ground; and is protected from fire by Worthington pumps.

Albina itself strikes one with the general weight and importance of its operations. It lies—so far as the business portion is concerned—upon a low tract of land about the level of high water, but twenty-five feet above the low stage. It is most admirably adapted to railroad work, and is the terminal of the O. R. & N. line. Here is seen upon the plat a labyrinth of tracks, long trains of cars, the immense brick round-house with twenty-two stalls; the car shops of brick, the largest more than 400 feet in length, and 60 feet to the peak, with arched doors and roofs furnished with windows for admission of light. A brick chimney of 156 feet in height, an engine of 500 horse power, and two other shops of large dimensions, afford means of repair and of manufacture.

Almost the whole river front of Albina is occupied by wharf buildings as much as 200 feet deep, with arching roofs as much as fifty feet above the water. They rest on piling set systematically and of selected smooth, uniform logs. The business part of the town, aside from its great works, is of rather mean appearance, of cheap temporary structures, small sized and of inferior architecture. The residence portion is built well back on the face of the bluff or on the plain beyond, and has attractive school houses and churches and many pretty cottages. On the river bank is the saw mill of John Parker & Co., with a capacity of about 30,000 feet per day.

On the lower part of the city opposite, on the west side of the river, one notices the bone yard of the O. R. & N. Co., where old skeletons of mighty ships—or shallow river crafts—lie white and dry on the embankment. Scant trees, usually shaking in the river breezes, of such deciduous growth as balm or oak, lend grace to an eerie looking shore. There are various river crafts tied up or moored along, or hauled up on the sand, some of which are occupied by families whose cook stove smokes ever curl and blow, and whose red and white garments washed and hung out to dry, ever flap in the breezes. Weidler's great saw mill, a mammoth, whose dust and shavings gild the shore for many a rod, whose corpulent logs float idly in the boom, awaiting the time of their dissolution, and whose

tall chimney smokes silently, and whose engines still puff white steam, also draws a long gaze. It is next up the river from the "bone yard" or place where steamboats out of service are moored and as an establishment, ranks as one of the old standbys. Other lumbering establishments, wharves, warehouses, ships, and such amphibious buildings, huddle farther up. All this lower city front for many a mile is raw and wholly utilitarian, not a shingle or pile ever having been set for beauty or symmetry. Nevertheless, there is an immense attraction about it, like the grim, unassuming comeliness of rocks; and if kept a little cleaner so as not to offend the senses by a variety of ill odors, would lure one to long vigils and reveries in its environs. Behind the river bank lie the lagoons, green with slack water and aquatic plants, earthy smelling, and crossed and recrossed by trestle roadways and railway tracks. A great work has been done in filling the upper end of Couch lake, making the ground look for a long distance as if it had been the battle ground of the Titans—indeed of the modern coal-smutted dump-car hands of Titanic energies.

From these somewhat uninviting parts, one passes westward up the long streets, meeting with an area of manufacturing establishments, and gradually finding himself in the midst of a middle class of cottages, mostly unpretentious, but comfortable and occasionally displaying signs of ambition. This passed, one is led rapidly on by the sight of grand and imposing residences in the distance, of costly structure and splendid ornamentation. Many of these are set upon whole blocks, beautifully decorated with trees, turf and flowers, and supplied with tasteful drive-ways. One notable feature of Portland here first seen, is the elevated or terraced blocks, making the level of the lawn a number of feet above the streets, giving a somewhat regal aspect to the whole premises. Some of the more palatial of these edifices occupy double blocks, the cross streets not being run through. Among those of the spacious and magnificent West End are houses costing about \$20,000 to \$50,000—some of them \$90,000 each—of three and four stories, and mainly in the Queen Anne style. It is upon the swell of the plateau that these fine houses begin to appear, and the views from their upper windows and turrets are

extensive. For ten blocks back—16th to 26th streets—or even further, and from about N street southward to Jefferson, or some twenty streets, the region is, by popular consent—and still more by prevailing prices—forever dedicated to dwellings of wealth and beauty. The streets here are, for the most part, well paved and delightfully ornamented, but not overshadowed by trees. The houses are projected and their accompanying grounds are laid out on such an ample scale, and there is so little crowding, the sun and sky have such complete access that one is much impressed with the general air of elegance and taste. There is, of course, none of the marble and stony grandeur of New York or Chicago, of the splendor of Euclid Ave., in Cleveland, or the lavish adornment of Jackson street in Oakland, California, or the pre-eminent extravagance of the palaces of the money kings of Nob Hill, in San Francisco; but for substantial comfort and tasteful display the west end of Portland has few rivals. It is, moreover, devoid of superfineness, or niceness, but is wholesome and neat. The general spirit of this portion of town might be distinguished from the streets or avenues of other cities, in that the separate houses appear to be built independently and with reference only to their own needs and entirety, while the others referred to are more often constructed as complete streets, each edifice being planned and laid out with reference to the rest, and as but a part in one continuous whole. The characteristic of Portland in its residential quarters will probably prevail even when the city attains its largest population, since the irregularities of ground and peculiarities of situation will necessarily modify the architecture, and, to quite an extent, at least, make each dwelling a complete whole in itself.

On the environs of this region toward the north are two buildings very worthy of note. One of these is St. Vincent's Hospital, under the charge of the Sisters of Charity, among the cottages and shops toward the Lake; and the other the Good Samaritan Hospital, on 21st and L streets, much nearer than the other to the hills. The latter was established in 1875 under the Episcopal diocese, but chiefly by the labors of Bishop Morris. It, like St. Vincent's, has a substantial building three stories high, including basement and 75 feet wide, by a length nearly twice as great. Both St. Vincent's and

the Good Samaritan make amends—to some extent at least—for the evil deeds of the men stealers and body destroyers that lurk along the North Shore. The Bishop Scott Military Academy on 14th and B streets, founded by the first Episcopal bishop of the Pacific Northwest, the medical college near by, the stately block of houses of Mrs. Judge Williams, and a multitude of handsome dwellings adorn the bulge of the plateau on the other hand. The steep hill to the west is rapidly being cleared of its logs and brush and fine houses are ascending its sides, and perching upon coigns of vantage and in sunny plats on their uneven slopes.

B street, running up from Couch's Addition, is the natural boundary of North Portland on the south, following for the most part the depression of Tanner Creek, and further on over to King's Creek. Between this and Jefferson street, some ten blocks, the land has, owing to the irregularities of the ground, and the little winding vale of the creek, been left lying in large, and often irregular blocks, some of which contain an area of as much as five acres. The lay of the tract is romantic and delightful in the extreme. The creek forms a sunken valley, with little meadows on either side, which have been, and to some extent are still occupied by the Chinese for garden purposes. Ash trees, weeping willows, and various wild shrubs have been suffered to grow, and the winding lines of this depression, cut by water, form a most grateful rest from the strict angularity of the streets as laid out by man. Upon the west side the hill climbs rapidly, but not abruptly out of the cleft, going steadily and confidently toward the Heights. On the way its looks back, figuratively speaking, somewhat lovingly, certainly very gracefully, and makes no such violent assent as the sterner hills to the northward and southward. It is no breathless climb, but an easy ambling gait. The big plats, grassy and set with small trees, lie wide, with but few houses, but those present large and stately. That of Mrs. Gaston on the first swell, and a cluster near form a handsome group. On the northern side of this hill front a tract of some five acres is occupied by the residence and grounds of Mrs. H. D. Green, the house, whose delightful architecture and

adornment is almost submerged in a wealth of beautiful trees. Her large hot-houses, filled with the finest of exotics, are a mark for the sun and a gnomon to the whole city upon which they look down.


Going down the slow hill once more one finds that B street heads, to speak in the manner of the mountaineer, in a stony canyon, whose natural roughness has been aggravated by gravel-diggers. Out of this rises, or did rise King's Creek, a stream of most delicious water, which has now been consigned to more than Tartarean gloom in a sewer. In a cleft on the left, which is soft and leafy with trees overhanging, and cool with the shade of some immense firs, begins an inviting path, gently rising, leading between two banks more or less bestrewn with leaves and ornate with fern fronds, maiden-hair, wood-brakes, wild shrubs and fox-tails. Trees of fir, cedar, dogwood, maple and willow lean over the way; logs lie above across the ravine from one side to the other, and upon them have been laid rustic walks.

The city has other parks—a whole string of them from end to end, but some individual of pomological ideas was intrusted with the work of improving them, and set out trees in lines geometrically straight like an apple orchard, making the park blocks almost offensive to a man of sensitive nature. The City park was, however, saved from any such errors. It contains forty acres and was bought as much as ten years ago from A. M. King at the then high price of \$1,000 per acre. Lying on the hillside, with gulch and steep brow, and looking like all the other hills surrounding, the people of the city felt no vast interest in the place, and it was difficult to gain any appropriation to improve the same. If \$50,000 had been secured at once it is likely that the whole thing would have been grubbed and levelled and set out to poplar trees in straight rows. But having only about enough means to employ a keeper, the city took no such disastrous steps, and the gardener was left to make the place as attractive as possible by his personal labors. Very wisely he decided not to dig up the trees but to simply clear away the rubbish and to let the native shrubbery and the wild-wood still grow. Following along in this line it was soon demonstrated what a wealth of beauty had already been lavished upon the spot. Little firs,

clumps of crooked vine maples, clean-bolled dogwoods, endless bunches of the scarlet flowered currant that flames in the early spring, and many others such as our suns and showers nourish, were left to their first estate, and were only relieved of the rubbish of years. The roads which have been built from B street and from Jefferson street, must of necessity wind along the hill and thus be as curving as the hill points themselves. As time has gone the ground has been turfed, the roadways terraced above; hothouses and plats of flowers added; pumps, a seal-tub, a bear pit, cages for panthers, and a deer-park have also been supplied.

Coming around in front of the hill one discovers Portland. One sees now that he has not as yet seen it at all. From the river it is not the city but the back-ground that appears. From the hill-fronts he looks down over the place. To get a full, unobstructed sweep, let him ascend the heights still back of the park and stand on the tree-shagged knob of King's mountain. While on the subject of parks, it may be suggested that forty acres is very small for anything really fine. Let six hundred be added to it. A good piece of land along the river, or perhaps Ross Island; and a square mile or two on the East side should also be secured before values become too exorbitant.

In coming back from the park, one sees on the south side of B street a large wooden building, covering two blocks, 400x200 feet. It is that of the North Pacific Industrial Exposition. It was erected by the people of Portland in 1888, at a cost of \$150,000. Its first opening in 1889, from September 26 to October 26, was a great success, people coming in for attendance from all parts of the Northwest. The exhibit was good, the music excellent, furnished by special contract with Liberati, of New York, and the receipts were so large as to assure the success of the undertaking henceforth. From the time of the organization of the Mechanic's Fair on the old Market block it has been the custom of the people of the surrounding towns and country to come to Portland at the time of the exposition, and the transportation lines have favored them with reduced fares. This has made Portland a sort of Mecca for the whole Northwest; and is unquestionably the best sort of policy for her to pursue—a liberal



spirit of general good feeling inviting communication and friendship. The following is a good description of the building: The exposition building is a mammoth structure of brick, iron, glass and fir. It is certainly the largest edifice on the Pacific Coast, and competent judges, who have visited exposition buildings throughout the United States declare it to be superior for the purposes for which it was erected to any they have seen. It is 400 feet long by 200 feet deep and covers two full blocks. Practically it is three stories high, the floor of the central portion or music hall being thirty feet lower than those of the two large wings, while a gallery forty feet wide extends throughout the entire building. With the galleries the building has a floor space of 143,000 square feet, and, after deducting aisles of ample width; can accommodate 250 exhibitors with 200 square feet each. The general plan of the main floors and galleries has been made so that all pushing and crowding may be avoided, and exhibitors may have spaces that can be seen by the greatest number of visitors.

The officers' quarters, ladies' parlor and gentlemen's smoking room are on the main floor in the front part of the building, while the musicians' room and dining room are in the rear portion. The interior is lighted by large windows on every side of the building, and by suitably located skylights. Under the main floor is ample room for storage. The boilers, engines and dynamos are separated some feet from the building and enclosed in a stone, iron and brick structure.

The right wing of the building, which is 200x150 feet, with a gallery 40 feet wide, is intended chiefly for exhibits of machinery. Main lines of shafting may be attached to the outside row of the gallery supports and so arranged that exhibitors can belt to almost any space in the entire hall. Steam pipes run under the floor and are so situated as to be easily tapped by exhibitors of engines and machinery requiring steam. Suitable arrangements are also made for exhibitors of pumps, electric-motors and other exhibits that require special facilities.

The central portion of the Exposition building was originally intended to be used permanently as a garden, with tropical plants, caged wild animals, and birds of rare plumage, but the possibilities

of the uses to which this central portion could be put, led the management to temporarily at least, abandon the "garden" idea, and make of it a music hall. The rough plank floor on which it was intended to lay from twelve to eighteen inches of soil, has been covered with a toe and top nailed, best quality wood floor, and when waxed, as it will be, will make one of the finest floors in the country for promenade concert purposes. Two galleries, each sixteen feet wide, extend the entire length of either side. These are roomy, and have a seating capacity of 1,000. From every part of these galleries a full view of the stage can be had. The stage of this music hall is set in an elegantly painted grotto, and is surrounded almost entirely by a semi-circular sounding board which serves to intensify the magnificent acoustic properties of the hall. Behind this grotto is a magnificent landscape painting, executed by an eminent artist from Munich. The scene is typically representative of some of the garden spots of the North Pacific Coast, and is spread upon a canvas 100x85 feet. The roof of this hall, or garden, is of glass supported by eleven semi-circular arches of iron and fir. The diameter of each being 100 feet. The floors of the two wings of the Exposition building lead directly on to the galleries of the music hall. The entire seating capacity of this hall is between 5,000 and 6,000 persons.

The dimensions of the general exhibit hall are the same as those of the machinery hall, 150x200 feet, with a gallery forty feet wide, extending throughout. The entire building is lit with the Brush system of arc lights and the Swan system of incandescent lights. For an art gallery a space 75 feet long and 35 feet wide has been enclosed in the front gallery of the general exhibit hall. A wall space of 4,600 square feet is afforded by this enclosure.

On the whole this exposition building is one of the most notable features of the city.

Coming down B street one finds himself again in the North End, but above the area of mean buildings. He strikes the center of the great wholesale houses, and there are few finer anywhere. It is a region of brick blocks, three to five stories in height, of massive iron fronts and deep cornices. The shore is here lined with wharves. It must



be said, however, that for the water front there remains much improvement. It looks, at present rather crude and backdoorish. Time will be when the beautiful lime-stone of Southern Oregon, or some other kind of rock, will be used to build substantial docks or moles from one end of the city to the other, and the wharf fronts and roofs will be carried to a height of seven stories. Our docks at present are all two-story to accord with the rise of water of twenty feet in June. The coal bunkers and the railroad bridge across the Willamette give a deep emphasis to the scenery here. The latter is of iron, completed in 1887, at a cost of nearly \$1,000,000, and is double, for both the car track and a roadway. It connects on the west by a viaduct with Third street.

Passing from Couch's and Stark's tracts to Lownsdale's one reaches the region of retail houses, banks, offices, halls, hotels and churches. The streets are paved with Belgian block, basaltic stones cut in brick shape, making a durable roadway, but as the weather surfaces grow smooth, very severe on horses, sometimes giving them heavy falls. The buildings here are massive, elegant, of three to five stories, and kept reasonably clean. Many are set with turrets or small towers, and occupy for the most part five or six streets, and nearly half a mile along the river front.

To strangers there is nothing more attractive than the Chinese quarter. This comprises about three blocks on Second street, Alder being their cross street. The buildings which they occupy are mainly of solid brick, put up in the first place largely by Americans, but on long leases to the Chinese merchants and have been fixed over according to their convenience and ideas of beauty. They are intensely oriental in their general air, with piazzas of curved roofs, highly ornamented with yellow, white and vermillion paint, and paper globes and gewgaws. Red paper inscribed with characters in black serve as signs, and are pasted numerously over doors and windows. On gala days the entire area is lit up by lanterns, or gaily ornamented with paper, and thin, peevish tones of their flutes and fiddles, and the falsetto twang of their gongs, making a noise, exceptionally flat and weak, lacking even in energy of tone, which is kept up with monotonous persistency. If the Chinese heart is as

devoid of sentiment as their music would indicate, it must be quite barren. But as if to contradict such a conclusion the long rows of flowers of gaudy hue, and in the spring time their basins or vases of early blooming lillies should be observed.

The main fact to notice is their presence, and Portland's tolerance of them. They are not a particularly desirable people and are subject to the usual criticisms and strictures that apply to man in his natural state, but it has not been found necessary to expel them, and it is acknowledged by thinking people that the work they perform so well—laundrying, housework, wood-cutting, clearing up land and railroad construction—is no detriment but makes work of a more desirable and better rewarded kind for the American. Also to those who believe that the race which claims the more enlightenment owes fraternal care to those inferior, either in attainment or opportunity, it seems odious to deny an equal chance in our city.

The middle portion of the city has been spoken of as the place of churches, the large Catholic Cathedral built of brick, and surmounted by a tower with a fine chime of bells, erected on Third and Stark streets; the old Presbyterian Church on Third and Washington; the Baptist on Fourth and Alder; the Congregational on Second and Jefferson; the First Methodist Church on Third and Taylor; and Trinity Church on Sixth and B would justify the remark. In truth, however, the area of churches is moving back. Already the roar of business, the pressure of other buildings and the centres of the residence quarters, have moved the church area more than half a dozen streets westward. This is all the more to be desired since, as is usual, business buildings of a very inferior sort have been made to occupy the cheaper ground just back of the main grand mercantile houses. Some of the church edifices have therefore found themselves almost submerged in a drift-wood of mean, wooden shanties, devoted to occupations highly offensive to religious feeling.

It will be unnecessary to name here the fine business buildings of this central portion, since they are spoken of elsewhere. Some of them will, however, necessarily be noticed. Ladd & Tilton's bank, a very tasteful two story brick and stone structure with fluted column decoration, and carved frieze and cornice, has for many years been



noticeable on the corner of First and Stark streets. It was in its time a stately building, and is still attractive, but is now towered over by the heavier and taller erections of later years. It has for a long time afforded rooms on its upper floor for the uses of the Portland Library Association. With great public spirit Mr. W. S. Ladd has furnished this space free of rent. On the east side of First street, coming on Washington, stands the massive stone and brick building of the First National Bank. It is finished with full columns in Doric style, and its heavy plate glass windows, and its finely inlaid floor of vari-colored stones and marble give the structure on a whole a look of costliness and magnificence not exceeded by any in the city. Following out Washington to Second, one of the largest and handsomest of all appears, being the Commercial National Bank of four stories; adjoining this is a very handsome five story building of pressed brick. This is indeed the quarter of the finest structures, ending in the Abington, on Third street, of five stories.

Alder street next beginning with the five-story Gilman house, labors under the disadvantage of leading through the Chinese quarter, and not until Third street is reached does it emerge into splendor. There, however, appears the Masonic Temple, built about twelve years ago. Although but three stories in height, its great amplitude of reach causes it to rise above all else in the vicinity. It is constructed of stone with Corinthian columns set upon the walls and dividing the stories.

Morrison street, into which enters the bridge-way from across the Willamette, begins with the Esmond Hotel of five stories, on the north, and W. S. Ladd's five story brick, on the south. The St. Charles Hotel stands on the south side, and on First street handsome brick blocks appear—except that on the southeast corner, apparently as a relic of ancient architecture, remains the old wooden, clapp-boarded two story Occidental Hotel. The street continuing westward is of a very uneven character. Fine three and four story brick and wooden houses, alternate with one story fish and fruit stalls and coffee houses. On Fifth street, however, the block devoted to the U. S. Custom House and Postoffice is found, and the

building itself, of bluish-gray Bellingham Bay sandstone, two stories and a half in height, surmounted by a dome of glass, is massive and handsome. Its spacious dimensions and fine proportions are much enhanced in appearance by its position on the brow of the incline, which having been carefully cut and sodded presents a banked and terrace-like front as much as ten feet above the level at the crossing of Fifth street and Morrison. By its wide walks, its green turf and its slight adornment of exotic trees, it possesses an entirety and pose, or repose, and a perspective of its own. It is in truth a very satisfactory and admirable building, well representing the benign way of the central government.

Immediately west, massive and enormous, occupying a full block of brick resting on a stone foundation, seven stories in height, with a multitude of bow windows, is the special pride of the city. This is the Hotel Portland, just completed at a cost of \$750,000. This sum was raised by subscriptions, and in a peculiar sense the building belongs to the people. The structure was begun in 1883, during the great "boom" consequent upon the building of the O. R. & N. R. R., and the completion of the Northern Pacific. Upon the collapse in the stock of the Oregon & Transcontinental, soon after, work was suspended and the foundation was left destitute and almost unprotected, and was called for a time the "Villard Ruins." It was a lonely pile, useful chiefly to the circus and theatrical manager as a fine wall for sticking flaming posters, and a kind of gloomy horror was attached to it from its having been in the course of time the scene of a mysterious murder. The absolute necessity of a hotel fit for the accommodation of the tourist travel to Portland, was earnestly and unremittingly pressed upon the attention of the citizens by the leading papers, and was recognized by the capitalists of the city. Fortunately no outside party was found willing to finish the work, and the people themselves took it into their own hands, thereby rearing something of which they feel proud. Arrangements were completed and the building begun in 1888. The pile now finished presents two hundred feet solid upon both Morrison and Yamhill streets. Facing Sixth street it embraces a deep court and in the angles of the roof rise its turrets. The roof is steep, of slate,

with a multitude of dormer windows, and is relieved of uniformity by massive brick chimneys. The prospect from aloft is commanding, affording a certain openness and airiness not realized even from the Heights. If one were disposed to be critical, he might raise the question whether the smooth and narrow curls of frieze and cornice quite satisfied the expectations raised by the massive and rugged rock-work of the foundation, and he might be so unreasonable as to wish that a breadth of one hundred feet lay all about the structure, for lawn and drive-way, for trees and fountains, and that he might have larger foreground to see the hotel. But in this last particular, he would be clearly allowing a taste for the spacious premises of the sea-shore hotel to dominate the warmer spaces of city walls, or perhaps be anticipating the next great structure of the kind, to be placed on some rock-bound tract as that of Jacob Kamm's on Twelfth street.

In truth one finds himself here in the midst of large buildings, for on the block north of the hotel is the grand new Opera House of Judge Marquam.

South of the hotel, very much embowered in trees, is the quiet edifice of the church of our Father belonging to the Unitarian Society, whose pulpit has been occupied from the first by Rev. T. L. Eliot, who has ever been prominent in works of progress and humanity. Following Morrison street out to Tenth through much shade of maple trees, and just completed but not costly edifices, one runs upon the new circle of churches. Here is the old Tabernacle built previously to accommodate the great audiences that assembled to listen to the preaching of Mrs. Hampton. Since that time it has been in constant use for mass meetings of the religious societies and temperance folks. The building itself is simply a square box, something like a barn, with windows only in the hip roof. Looking one block down to Alder street, on the opposite side, one sees the great stone church of the Presbyterians, recently finished at a cost of more than \$100,000. The tall spire is most imposing, and the gothic window and roof is of excellent effect. The work is exceedingly fine, in block built bluish gray sandstone and blue stained mortar. South, and on Taylor street, is the Grace Methodist

Church building, partly of stone. On Main street, still on 10th, is the Jewish Synagogue, of wood, in gothic style, but with front finish in the Moorish. Passing northward on 9th street, to the neighborhood of Clay, one finds the edifice of the Second Presbyterian or Calvary Church, in some respects the handsomest, most graceful and attractive of any in the city. The interior finish, vaulted and in white, or inspiration, tint is very delightful. At the end of Morrison street is the magnificent High School building, accommodating, graceful and convenient.

Sweeping out to the hills with occasional vacant lots, or blocks, but built for the most part with houses of great uniformity of excellence, although not so magnificent or occupying so much space as in the north end, this portion of the city with churches and school buildings, is the most substantial center of the residences. Some are costly. The umbrage from the shade trees, mainly of maple, is deep and in places too heavy, the pointed poplars ever bending this way or that, in the breezes, and in selected localities elms and box elder vary the artistic ornamentation. On the lawns, evergreens cut exceedingly prim, "make and mar" the beauty of the scene. As is common to weak and suffering humanity, the idea that to attain beauty a plant or tree must either be bloated or shorn out of its natural form, has here, as elsewhere free course. Passing down the hill on Jefferson street, back to the river, one discovers the palatial seat of W. S. Ladd and J. N. Dolph, with those of James Steel and Senator Corbett and Henry Failing, so near as to seem to belong to the locality. South of Yamhill street, on the river front, there are no notable buildings, and out to South Portland, while the city is fairly well built, there is nothing striking, unless it be the iron works, as far as the Marquam gulch, notable for big bridges. South Portland, on a romantic high level embossed upon the angle of the hills, which here round off in strangely *retrousee* points, circles about its fine school houses, and has many ambitious homes and cottages. There is a peculiar air of thrift and neatness about this quarter which speaks volumes for the future.

Of East Portland, great in the future, a word should be said. The front is repellent, being built largely over a lowland and the

gulches. The buildings are yet largely of wood, and the streets are likewise of cheap material, and usually in ill repair. But casting an eye of pity on this first front of the place one finds the further streets nicely improved, a large number of neat cottages and some few handsome houses, good school buildings and a number of home-like churches. The lay of the land is very fine, that portion on the north, known as Holladay Addition, being exceptionally high and handsome. Toward Mt. Tabor, for nearly three miles, the surface is rolling, excellent for building, and is laid off in an indefinite number of additions and parks. Sage real estate dealers insist that this plain will in time be the most dense portion of the city of Portland. Extending to the eastward half way toward the mount is Sunnyside, a small place, situated directly on the Mount Tabor Motor Line. As for motor lines this section is gridironed with them, and from the preparations made by capitalists for the accommodation of population, this basin has the right to look up. But Tabor itself is handsomely improved and delightfully still, with an atmosphere at the summit of the most healing and balsamic purity. South of East Portland is Brookland, a fine ridge looking down on the deep Willamette and Ross Island. Farther south are Sellwood and Willsburg. Back from the river on a tract of rolling land is Waverly.

With proper improvement the east side of the river has the greatest possibilities and when Portland needs the space of Philadelphia, can furnish sixty square miles for her use. It is as yet crude—with much that is fine—not being wholly out of its swaddling clothes.

The cemeteries, to close our view as ends the brief scene of life, are located on the east side of the river, or on the hills to the south. The oldest now used is Lone Fir, one mile east of the Willamette. The significance of the name is from a solitary fir tree of large dimensions overlooking the grounds. The company, incorporating for purposes of sepulture, was organized in 1866, and the sight was then far removed and very quiet. Some forty acres are set off and the tract is well improved. It is for the most part thickly set with graves, and proper monuments commemorate those laid here to rest.

A number of the stones, shafts, vaults and ornaments are costly. But once so quiet in its thickets, the place has now become crowded by the residence portion of East Portland, a much frequented highway being on one side, and the Mt. Tabor Motor line, with frequent trains on the other. St. Mary's Cemetery (Catholic) lies across the way north, but is no longer used.

In 1882, a large and beautiful cemetery was provided, and a company organized, embracing the most wealthy men in the city, ex-Senator H. W. Corbett and W. S. Ladd being of the number. The site chosen was on the hilltops, four miles south of the city, above the macadam road. The grounds extend to the east of the eminence where there is a perfect view. The spot is now, as it ever will be, peaceful, near the sky, and if the departed still care for the beauties of earth, affording them the best that Portland can give. By special provision the grounds are to be tastefully and even elaborately improved; nothing unsightly or uncouth to be allowed, and the graves of those whose friends are absent still to be kept green and adorned with flowers. It is a graceful feeling of the human heart that would make a little border land between this world and the unseen, and in this place cemented to this purpose by the people of Portland, are found all the elements appertaining to this interest. To the same interests are the other cemeteries, Greenwood (Masonic) west of Riverview; the new Jewish cemetery on the Boone Ferry road, four miles south; the Ohavi Sholem and the B'nai B'rith cemeteries lie one-half mile further.

From this brief view of our city, indicating opulence and prosperity it is not to be inferred that the career of Portland has all been easy and plain sailing. Aside from the envy of other cities, great calamities, the casualties of nature, or the carelessness or destructiveness of man, have not been unknown.

Water has a double chance in the city, coming down the Willamette in the winter, and up the Willamette from, or rather backed up by the Columbia, in the summer. The winter freshets are seldom at all troublesome. Even the most violent floods seldom raising the river more than twenty-five feet above low water mark—the water rushing swiftly by to fall into the Columbia, which rarely



rises during the winter, or early spring, its sources then being ice-bound. In 1861, the time of the great flood, which carried away old Champoege near French Prairie, and many houses and other buildings along the Willamette, gave our city a slight reminder, taking away Lownsdale's wharf and perhaps other structures. This flood was repeated in 1890. The main trouble came from logs and great drift shooting by, endangering bridges, ferries and their cables, and causing steamers to skip hither and yonder. Some of the small crafts have suffered at such times, being sunk, or compelled, as in one case at least, to jump over a log to avoid being rocked and perhaps upset. It is only rarely, however, that any difficulty occurs, and by proper precautions all may be avoided. The rise of the Columbia, while not so violent, is much more of an occasion. It often brings our river up twenty feet and sometimes as much as twenty-nine above lowest water. It is not the turbid Columbia water, but the clear blue fluid of the Willamette, yet when the rise is very rapid the current is sometimes thrown back, making the water run slowly upstream. In old times, before the lower part of the city was raised to its present level, the rise of the Columbia was looked for with great anxiety. If a flood was reported on the way, the lower stories of the warehouses, the cellars of the stores, and even the lower stories of the houses in the north end were hastily cleared of goods. As the water rose into the streets, as it did a number of times, the lower city was abandoned by business. The steamers came up to the upper docks, and temporary walks for the accommodation of pedestrians were made of planks on trestles. The Nicholson pavement became a great care, for it showed a disposition to rise and float off, and to be kept in place had to be freighted down with rocks. The R. R. depots became useless and the cars stopped up town. While the people of the north end were in the throes of such a disorder, like mice threatened with inundation, the south siders looked on with none too much commiseration, deeming it a just recompense for going to the swamps below town, in preference to the highlands on the south. In 1876 the flood was particularly high, and stood for weeks. It was deemed useless to trifle any longer, and the grade was raised to a point above

danger, and the streets paved with Belgian blocks. The city is not yet rid of the trouble, however, for although the water seldom comes up to the streets at high times, the cellars are filled, leaving them foul and noisome with dirt, and the refuse of dead water as the flood subsides, and the sewers are rendered useless. This breeds an infinite amount of malaria, throws a multitude of bad odors into the dwelling houses and streets, and works vast injury to the health of the population. A dyke of masonry should be extended across the entire river front, excluding the water, and the sewers within should be kept clear by a system of steam pumps. In no other way can the trouble be removed. As population increases and the wastage is multiplied this will become imperative.

Storms have occasionally interrupted business. The Oregonians pay no attention to rain and there is no diminution of traffic or travel or in the number of vehicles on the street, even for the most drenching showers. Cold, freezing weather, however, drives draymen and hackmen to their quarters, and the finest, clearest days may pass with but the smallest possible work done. Snow sends everyone to shelter. The winter usually passes with but little of this. Some years, however, the fall has been considerable, and in 1883 it came so suddenly as to cause a genuine blockade. It fell on December 16, with east wind and a temperature of 19° above zero. The storm shifting, threw down a vast depth of eighteen inches from the southwest, mingled with rain and hail. The east wind finally getting the mastery, brought clear skies and a low temperature, converting the mass of slush into ice. Business and travel were impeded for six weeks. The walks and streets were unfavorable for ordinary vehicles; street car tracks were useless; railroad lines were blockaded east and west, north and south. The city hibernated. To an eastern man the sight was quite ridiculous, since this was nothing more than ordinary weather on the Atlantic coast. But the Portland people preferred to wait cosily in their homes and let the snow bank up at their front doors, expecting the south wind to come any night. Their expectations were finally fulfilled, and if another such a blockade should come, our people would go home, build up the fires, and wait again for the south wind.



Occasionally the Willamette freezes over, as in January of 1887, suspending navigation for a few weeks. This has happened no more than four times in fifty years. Violent winds and showers have sometimes visited the city, as in January of 1880. But owing to our light wooden buildings there has been small injury, the damage being chiefly confined to sign-boards and the loss of hats. Slight shocks of earthquakes have been felt, but with no damage beyond fright and stopping of clocks.

Fire, the chief peril of wooden towns, has been quite destructive here, but is now happily ceasing to play so much havoc. The stone, iron and brick buildings of the present are practically fire-proof, and the fire department is very efficient. In 1883, the total loss was \$319,092.20; in 1884, \$403,051.90; in 1885, under the paid fire department, the loss fell to \$59,329.73; in 1886, \$98,146.06; in 1887, \$84,173.72; in 1888, \$54,347.70; in 1889, \$20,000.


The first large fire was in 1853, the burning of the old steam saw mill at foot of Jefferson street. The loss was probably upwards of \$25,000. The great fires were in December, 1872, of over \$100,000, and of August, 1873, of about \$1,250,300. The latter was a great catastrophe and should be spoken of somewhat particularly.

The fire of December, 1872, which was started at the foot of Alder street, had left at this point a spot not yet occupied by buildings of any kind. This circumstance is thought to have prevented the burning of the whole city, when fire was once more loose in the dry season. The great fire began at about 4:30 o'clock A. M., Aug. 2, 1873, while the summer drought was on, and, by popular opinion at the time, was due to incendiarism. It began in the furniture store of Hurgren & Shindler on First street near Taylor. Fastening on the oils and varnishes in the work room, the energy of combustion was so great as to throw up a shaft of flames through the building far into the air, with dense smoke accompanying, which soon burst into sheets of fire, and involved the entire structure. The alarm of the bells and the cries of the firemen aroused the city, and the streets were soon crowded with men. There were wooden buildings close by, the Metropolis Hotel, the Multnomah Hotel, the Patton House

and a saloon, carpenter shop and foundry, on the same block; and within a quarter of an hour the whole was under the flames. The fire passed through these buildings with extraordinary rapidity, our fir lumber proving to be excellent kindling wood, and burning with the violence of tinder. Although promptly on the ground, the firemen were unable to check the devastation, and under a breeze from the hills the conflagration was so extended as soon to include six blocks, reaching to the river and between Taylor street to Main and back to Second.

The front of the fire, moving northward, making a blinding light and a scorching heat, leaped easily across the street, advancing on three blocks, sweeping down four dwellings on Second street and catching upon the Portland Hotel on Taylor. The Fashion stable on the west side, a saddle shop, saloon and a market and some four frame buildings on Front street were next seized and the fire bent toward two hotels, the Lick House and Kellogg's, which lay directly in its path. Seeing the uselessness of trying to save these buildings, the efforts of the firemen were directed toward the St. Charles Hotel, then reckoned as one of the grandest buildings in the city, and located at the corner of Morrison and Front streets. Ascending to the roof and covering the side threatened with blankets, upon which they kept constant streams of water, and working often in an air of scorching heat, as the flames bent toward them they held on most bravely and manfully, keeping their post until the Kellogg house had sunk down. With the crash of this building a torrent of fire was rolled up which threatened to sweep everything, and swaying out toward the river front overwhelmed even the engine of one of the companies (Columbia No. 3), working there on the edge of the water. But the open space left from the old fire intervened between this and the buildings on the north, and after this last burst had been driven back, it became apparent that danger was past in that quarter. It was the Salem company that had come from the capital early in the morning on a train which made the fifty-three miles in an hour and fifteen minutes, that held the roof of the St. Charles.

Scarcely had the destroyer been stayed on the north—as the morning was advancing—when a jet of flame was seen ascending



from a block on the west, or northwest, in the rear of the store occupied by Powers and Burchard, from about the centre of the pile, thereby suggesting incendiarism. A crowd quickly surrounded the block to seize the perpetrator of the deed as he should pass out to escape the flames; but, as usual, nobody was found, or in the general excitement easily escaped. The block was soon in uncontrollable flames, and the north side of the street was again in great danger, but by the prompt destruction of the awnings and other inflammable materials on the north side of Yamhill street this was relieved. By this action the spread of the fire farther north was prevented and the largest portion of the city was saved.


Toward the river it was found impossible to stay the element, the breeze coming from the northwest, and it became evident that the fire must run until it reached the water. It passed on, successively sweeping over the block on Taylor and First streets consuming a saloon and a number of tenements, occupied for the most part by Chinese, and the costlier brick structures occupied by Emil Lowenstein, C. S. Silver & Co. and P. Selling. It swept through the produce and commission house of Cohn and Rosenfield, and caught upon the stores of Walter Moffitt, J. A. Strowbridge, Dr. Weatherford, and A. Meyer. These buildings were speedily swept under and left to burn down.

To the southward the flames ran with great speed, pressed upon by the wind, and met with no effectual resistance so long as there was material to burn. A large number of dwelling houses, store rooms, a foundry, frame buildings, saloons, the ice works, Love's hotel and McGinn's bakery succumbed, and the flames leaped across Madison street, burning, among other things the engine house of the Protection fire company. As a sort of dramatic incident, one of the members of the company ran under and tolled the bell until the string was snapped by the hot air and flame. Vaughn's flouring mills, the steam saw mills of Smith and Brothers, cabinet shop of W. F. Wilcox, Jones' coffee and spice mills, Moffit's wharf and brick buildings, Sykes' brewery, a number of hotels, saloons and restaurants, and the extensive sash and door factory of John T. Walker,

together with many lesser buildings went down successively in ashes or up in smoke. A most determined fight was made to save the steam saw mill of Smith Brothers, at the foot of Clay street, and, although it caught in a hundred places it was finally saved. At Clay street, having passed over a district of eight blocks along the river bank, and for the most part back to Second street, and having consumed about \$1,200,000 worth of property, the conflagration met with a number of shade trees, and came upon a less densely built section, where the dense foliage arrested the sparks and defeated the flames—demonstrating, as has so often has been done, that green trees are the best of protectors against fire.

Various wild and ill-ordered individuals, either a little turned by excitement, or allowing their love of destruction to exceed all bounds, or else in hope of plunder, were found setting fires in other parts of the city as the day advanced, but these were quickly extinguished. During the whole terrible destruction the steamboats on the river rendered most efficient service, taking on vast quantities of goods that were hurried out from the stores and other threatened places. As may be supposed, the excitement, the rush of the crowds, the rage and terror consequent upon reports of incendiarism, and the curiosity of people from the suburbs, bringing them in from all sides, reached a great pitch. But, nevertheless, in all this turmoil and in the hasty work on the part of firemen and others, there were but few accidents.

Great praise was accorded to the firemen who certainly fought bravely and sagaciously. Invaluable aid was rendered by the Salem and Vancouver companies. To provide for those rendered homeless nearly all the churches fitted up their basements for sleeping and eating accommodations, and much provision was sent in from abroad. Great sympathy was felt for Portland throughout the East, and contributions were sent from many points; General Grant, then President, among others, lending his influence to raise means at Long Branch. Portland, however, rather surprised the country and herself by accepting but little of this proposed aid, trusting to her own vigor to rise again from her ashes.



The loss, however, proved exceptionally high, there being no more than \$250,000 insurance, leaving the net loss something over \$900,000. Partly from the fact that the heavy business center was then moving toward the north end and partly that the loss fell upon many of small means, the burnt district was very slow in rebuilding.

CHAPTER XVII.

SOCIAL FEATURES AND NOTED PUBLIC EVENTS.


The Cosmopolitan Character of Portland—Changing Character of its Early Population—Their Vices and Habits—Moral and Social Conditions of Early Days—General Stability of Present Society—Culture and Refinement of the People—Public Amusements—Excursions, Public Festivities and Celebrations—Events Connected with the Celebration of the Completion of the Northern Pacific Railroad.

AS may be inferred from the foregoing pages, the staid residents who made the city were men and women of a morality, religious conviction and sturdy force of character not exceeded by any class of people in America. But it must be noted, in any just estimate, that Portland has been a most cosmopolitan spot. From the first it was the landing place for ships, and they came from all ports. French and English as well as Americans tied up at our docks. Sailors coming ashore from long voyages, whereon they had lived on salt beef, some of which had been well apostrophized in seafaring song, as "old horse," and upon a very limited supply of grog, felt the usual jubilation of the jolly tar off duty, and sought whom and what he might devour. To meet the wants of such men, came the abandoned wretch with his "blue ruin" and in latter times with his scorpion juice. More infamous means of satisfying the long denied passions of the seafarer, were sought and supplied.

Immigrants from across the plains, naturally an honest and moral class, reached Portland destitute, eager, and without the restraints of their old home about them. During the time of gold, men acquired a directness and bluntness, often leading to bravado,

especially in those naturally ill-balanced or light. The "luck" of the mines bred a feverish unrest, developed abnormally a love of excitement and speculation, and magnified the desire of gambling. The gamblers of the Mississippi River flocking to the Pacific shore, brought with them their manners, morals and tone, and set up on the Columbia and Willamette very much their former methods of business. They were a class of hard drinkers, stimulating themselves for successive nights of indulgence in their games, and among the excitable and feverish people who came from all parts, their example was a sort of law. The perverse notion that friends meeting must drink together, that a bargain must be sealed by a drink, that any big luck must be celebrated by a drink all around, that a good story could not be very well told, or very well listened to without a drink, that going off on a "prospect," or a safe return home, or good news from the folks, or bad news either, or getting well, or feeling sick, or in fact almost every occurrence or mental state, must be accompanied by a little social drinking, became all but universal. This was mixed up with so much of good will and human feeling, and anything else seemed so sour and graceless and was referred to as a niggardly desire of saving one's money, and keeping to one's self what belonged to the "crowd," that even men trained in temperance, accepted it as the rule of the West. The inevitable tendency of men from all parts of the world, adopting a course of life common to all, which would eliminate many former ideas of religion and morality, moved the masses toward a recklessness of health and life not before known. The comparative absence of women stimulated grossness and coarseness of speech and manners, and the temptation toward immorality was greatly intensified.

Portland got the full benefit of all this, and from early days was a place where drinking was carried to a most ruinous extreme, and men of the finest capabilities sank under the blight, not living out half their days. Gambling, and other indulgences were carried to the same violent and wild excess. Bloody affrays or murders were not so frequent here as in the mining camps. Even with all these unfavorable influences, however, there was a high moral tone in the early days, and it is said that the bagnio was so discountenanced as



to be obliged to leave the city. The young men of the place were all in good fellowship, and in time of distress, as in the winter of 1852, bonded together to care for the sick. With the coming of the Chinese, however, further inducement to brutal indulgence was added. With the building of railways a large floating population of men away from, or without homes, and not on their best behavior, came on pleasure excursions to our city, crowding the low hotels, and saloons, the theatres, and places of popular amusement. To satisfy the thirst of such men, came the cormorant class, who live chiefly on the disease and death of their fellows. To increase their business and swell their profits, these caterers to public vices added attractions which swept in the young, unstable and thoughtless, as well as satisfied the cravings of those already indurated. Thus the demand of the vile for vile pleasures led the way to the establishment of a kind of trade, which in its turn bred still further corruption.

With the increase of foreign commerce, in 1868, and onward, the foreign sailor class became much larger. With the rise and growth of the salmon fishing business, the fishermen of the Columbia River, many of whom were of low character, made periodical trips to Portland to spend their earnings, as did also the miners, and to some extent the ranchers, from east of the mountains. Men of their class, from a life of hardship and peril, and social privations, frequently made their trip to the city for nothing but amusement, which meant dissipation of the most violent description. Opium joints from the Chinese appeared, and the variety theatre was set up. A passionate sort of existence without purpose, unguided by principle, reckless of money and health, and even destructive to life, was followed by these migratory crowds. It is always observable that in a time or place, where men are shifting about, and come upon others with different religious views, doubt is thrown upon the fundamental ideas of life, and especially to those of slight conviction who see in religion chiefly an irksome restraint, a general insensibility and prodigality spring up. Life becomes easy, free, generous, impulsive, careless, intense and self destructive.

Portland is not well yet out of these conditions incident to all our frontier cities. But the times of deliverance are nearly at hand


since to a large extent the manner of life which first brought the evils is passing by. The mining camps, the ranches, the fishing stations, the logging camps, are not now occupied as they once were by men away from home. The home has been taken to those places, and the fathers and sons do not feel the craving for, not being without, social life, as when away from all such privileges. The railroads will never again be built by armies of men gathered up from the four winds. The main lines have been put down, and the others will be provided with workmen from the laborers living along the line. More than all, other towns divide with our city the rude classes. Portland is not so much as formerly, the headquarters of amusements. The "rough crowd" will not flock here from all points, since they find what they want nearer home. As our city grows in population, in the steady laboring classes, in families, in large business, in extensive wholesale connections, and in the pursuits of the higher classes, the transient and vicious element will at least become proportionately less.

There has been a noticeable improvement in the tone of the people as to temperance since the earlier years. It is not now, as then, the fashion for the leading public men to drink to the point of intoxication, and to excite the entire place by their excesses. There is at least much more conventional, and probably much more actual restraint of the appetites.

Along with this state of private vice, public corruption exists only too extensively, crime against the ballot and complaint against the officers of the law, being only too common.

The above is a fair, concise statement of the immorality of Portland. We have preferred to thus sketch it boldly, thinking it improper in any one attempting to write a history to omit any facts which go to work up a complete view of the subject. Perhaps the worst feature of it all has been a weak acquiescence in all this on the part of the better classes as something necessary and inevitable, or at least profitable.

On the other hand there is much hope for future improvement. The general stability and growth of the State, and the fashion that reprehends excess have already been spoken of. A strong effort to



improve the sanitary conditions of the city; an intelligent interest in education; great activity on the part of benevolent societies and the churches; and at least the dawning perception that that which is destructive of human life, happiness and activity cannot be of any use, in any way, to a great and flourishing city, are signs of progress toward the higher civil order, not only of the old East, but of the great new West of the future. A general denunciation of political corruption and official negligence and connivance with crime, goes to the same end.

It must always be remembered, in charity, that a commercial city has great evils to contend with, not of its own seeking, and most difficult to eradicate.

In the face of all that has been said above, the general quiet and tranquillity, and good order of the place is quite marked. Affairs of blood are not common; house breaking, violent robbery, or affrays are but few. Popular tumults are unknown. The order in processions, or excursions, or in public assemblies is good. A general spirit of urbanity and civility prevails, and the virtue of hospitality is nowhere more marked.

For particulars in the special field of schools, churches, and societies, the reader is referred to the chapter under these headings. He will find by such reference that large and wide endeavors are made toward mental culture and moral melioration.

PUBLIC EVENTS OF INTEREST.

While the people of Portland are not mercurial or exciteable, and by Californians, or people "east of the mountains," are even accused of being lymphatic, if not somnolent, they are much given and have been from the earliest times inclined to recreations and public amusements. The two forms in which all are ready to unite as obnoxious to the feelings of none are the excursion and the procession. Oregonians having crossed the plains or doubled the Cape early learned the pleasures of traveling, and it is almost universal custom to take an annual trip here and yonder.

From Portland, excursions by water are easily made to points up and down the river. In the Cascade Mountains, and on the coast are nooks and corners of the rarest beauty and scenery upon the most ample and lofty scale. As the summer comes, picnics for the Sunday schools and churches follow each other week after week, preferably on Saturdays, loaded steamboats or trains speeding out in the clear of the morning and returning in the cool of the evening, or by moonlight. Sunday excursions are exceedingly popular, particularly among the foreign population, and these usually have their accompaniment of music. Rides on the river boats or on the trains to near points are much indulged in as a recreation of a few hours. Points thus frequented near at hand are, Vancouver, Mt. Tabor, Ross Island, and The White House, a few miles south on the Macadam road, a particularly popular terminus for carriage drives; River View Cemetery on the southern boundary of the city, Oswego and Oregon City. These places are frequently thronged Sundays, not so much by large companies, as by individuals, small parties and families. The young men of the city quite generally spend the Sabbath day in driving, boating, hunting or fishing, at a distance of 5 to 40 miles from town and the transportation companies favor them with reduced fares.

The regular summer vacations are spent chiefly at the seashore. The beaches at the mouth of the Columbia River are the places of most frequent resort. These are: the Ilwaco or North Beach, in Pacific County, Washington, on the weather shore from Shoalwater Bay, and Clatsop Beach, leading down to the seaside near Tillamook head. Both are magnificent expanses of wave-beaten sand with delightful surroundings of meadows and grasses. Each has its advocates and advantages. They are reached by steamers on the Columbia and both are supplied with railroad facilities from the point of debarkation.

As the heat of summer becomes oppressive in the Willamette Valley, and the freshet of the Columbia threatens malaria, the coast-bound steamers are loaded with men and women, and particularly children. At the sea-shore they live largely in tents. Many own lots at the ephemeral cities and have their own cottages, although

there are accommodations at the hotels. A few weeks or months, breathing the salt air and of salt water bathing are certainly of great advantage to the health, and those thus spending the hot months preserve their strength throughout the year. This is particularly the family method. Yaquina Bay, reached by the Oregon Central Railroad and by the Oregon Pacific, is also sought to some extent for the same purpose. To those desiring more exciting recreation the peaks of the Cascade Mountains prove inviting; they afford all the beauties of precipices, crevasses, snow-fields and glaciers, and the perils of Alpine climbing. Mt. Hood is the greatest attraction, being the nearest and most familiar. Rev. Dr. Atkinson, of Portland, and Prof. Woods, the botanist, were among the first to make the ascent. Many others from Portland have followed. Rev. Mr. Izer, pastor of the Taylor Street Methodist Church was the first to carry to the top an iron chest for holding papers, names of those ascending, etc. Several young ladies of this city, among them Miss Libby Vaughn, have stood upon the summit. This is no small feat, the mountain being about 11,000 feet in height, and the last 1,000 feet of the climb very heavy. Rev. Dr. T. L. Eliot, of Portland, is much at home on this old volcano, and one of the glaciers bears his name. Some of the young men of the city have been in the habit of illuminating this mountain with red fire on the night of July 4th. As this is early in the season to climb the snowy sides, the lower peaks not yet being wholly denuded by the hot suns of summer, the enterprise is quite difficult. Nevertheless, it has been done quite successfully, a party consisting of Messrs. Yocum, J. M. Breck, Jr., Dr. J. M. Keene, and several others first accomplishing the task. The fire was seen over the valley to the intense admiration of the people and illustrations of the mountain thus lit up were made in leading papers of the east.

The gorge of the Columbia, with its Latourelle, Multnomah, and Horse-tail Falls, and its Oneonta canyon, with the Cascade Mountains themselves, are most inviting, and to the artist no less than to the common excursionist, prove wonderful. Mount St. Helens has been an object of attraction to the Alpine Club of this city, the members of which recently played snow-ball upon its

mosque-like top. Mount Adams and Rainier, although the finest and most curious of all, are too much removed to be frequented by the men of Portland; they will ultimately, however, come into due appreciation. For those bent on wider exploits, Alaska offers immense attraction, and is not unknown to our citizens, many visiting its shores on business or pleasure. The Sandwich Islands have also been a spot of popular attention by our people. Regular trips are made to California, and to the old Eastern and Southern homes; while as elsewhere among Americans, the more wealthy take an occasional journey to Europe. The health, culture, refinement and mental and moral quickening, derived from these less and greater evolutions and revolutions, probably more than balance the dissipation, hardening of the heart, and the restlessness that they induce.

As popular festivities and celebrations in the city, the ordinary homely American feasts and jubilations are observed. The New England fasts have been suffered to lapse, and the Carnival and Mardi Gras, although sometimes tried a little, have never been general. There is something that sticks in the throat of our dignity to deliver ourselves up to uncontrollable mirth, unless first unbending by the mellowness of drink; but this is held to be disreputable, at least to the point of intoxication. No more than other Americans or Teutons can Portlanders abandon themselves gracefully to their animal feelings; but if attempting it, fall into gross riot and rude license. Washington's birthday, by balls; Decoration Day, by military parades, speeches and floral displays; the Fourth of July, by explosives, processions, orations and pyrotechnics; the Autumn harvest, by fairs, or particularly the Exposition, lasting twenty days; Thanksgiving day, by sermons in the churches, and family reunions at home; the Christmas time "The Holidays," by special decoration of the shops and stores; by "trees" at home and in the churches, and by musical festivities—these all come around in order and in truth afford a refined source of pleasure. There is not an excess of rudeness connected with even the most noisy, and on the whole they are profitably enjoyed. Probably there is little that is unique or peculiar to Portland in any of them, but as a part of the

culture of the people, they show no sign of dying out. The reunion of the Oregon Pioneers in June, which usually takes place in Portland, may become a special feature of the country, as the Pioneer Association passes on to the descendants of the early Oregonians. The "Native Sons," "The Alpine Club," the "Indian War Veterans," or other organizations peculiar to this State, may give some day a feast that will add to the usual stock of American holidays in our city.

A remarkable Fourth of July is spoken of as having occurred in 1861. This was during the days when the fires of patriotism burned brightly, and a general depression of spirits and anxiety of the public mind, as well as an imagination excited by constant reading of preparations for war, led the way to a great celebration. The firing of cannon during the day and orations by able speakers, was succeeded at night by a display of fireworks, which was regarded by every one with respect. To most of the spectators it was magnificent, being far superior to anything they had ever seen even in "Old Missouri." Country people came in for miles around to witness the views, and the woods were thick with their camps.

Since that day the demand for rockets, roman candles, etc., has been sufficient to keep at least one resident pyrotechnist in the city, and the burning of fizzes and red fire, and illumination of the river at night by fire-boats, has been a more or less regular circumstance of the day. In 1869, Geo. Francis Train was present on Independence Day, and his oratory, and the man himself, as a specimen of a great man of the East, brought in crowds to see and hear, and excited a vast deal of old-time curiosity. In recent years, as mentioned above, the illumination of Mount Hood has been added as a sort of good night at 11:00 P. M., and in the near future we may expect to see electric lights, the power of some millions of candles, touched off on each of the great snow peaks at the close of the exercises.

Portland has an enviable reputation for processions. Scarcely a day passes but thick or thin files of men, accompanied by drum and brass band and banners, march to and fro. The most of these are of orders or combinations of men who work, and of those who do

not, who desire to emphasize some feature of their political or economical creed as to wages, or the Mongolian, or else of showmen or of religious enthusiasts, as the Salvation Army.

On occasions, however, the city has made processional displays of such a character as to excite high encomiums from all. The celebration of the completion of the N. P. R. R., in 1883, and the welcome to Villard and his guests, was an affair of great good taste and significance. No history of the place would be complete without giving it a fair place; accordingly we insert the salient features as they were depicted at the time by the *Oregonian*:

The main thoroughfares of Portland never presented a more animated appearance than on yesterday. Flags and garlands fluttered from hundreds of buildings, and a small army of men and boys were engaged in decorating and beautifying stores and dwellings in all parts of the town. Myriads of ladies and children in gaudy colored dresses materially heightened the effect of the gorgeous scene. The main attraction was First street, from A to Salmon, where regular colonnades had been established, flanked on either side with garlands of evergreens and elaborately festooned bunting, which had been arranged in an artistic and picturesque manner. Near the corner of First and A streets an arch representing the entrance to a feudal castle had been erected with such fidelity to nature that it elicited expressions of admiration from visitors and residents alike. The arch is surmounted with towers, and is elegantly adorned with evergreens, streamers, flags and bunting. On either side the word "Welcome" in evergreen stands out in bold relief. Statues emblematical of Europe, Asia, Africa and America are placed in such a way as to give the spectator the idea that the statues are standing in niches. The whole is elaborately finished, and reflects great credit on the artist.

The middle arch on the corner of First and Alder streets is a specimen of pure Gothic architecture, and is also finished and decorated in an elaborate manner. It is surmounted by beautiful American flags.

The arch at the corner of First and Salmon streets is of the Roman order, and is ornamented in an elaborate manner with flags, battle-axes, bunting, etc. Banners have been suspended along the whole line, bearing upon them the names of gentlemen who are either officers or directors of the Northern Pacific Railroad, or guests of Mr. Villard.

The coming of the visitors was in the nature of a triumphal march, and Villard had taken the greatest pains to secure the presence of distinguished men from all parts of the Union and from England and Germany. The journey from St. Paul to Portland is described as a continuous ovation. At every point of importance the citizens made demonstrations of welcome, speeches were made, and compliments of all kinds were exchanged. The honors of

Caesar Augustus were lavished upon the man who had performed the work of finishing the road. As the train sped by through the Dakotas, cow-boys followed along racing with the train and exhibiting feats of horsemanship and daring. It was especially arranged for Indians to be present at stopping places along the way and they were inspected with great curiosity by the visitors. The scenery was passed at the best advantage, and the party was conveyed in four different trains, running severally about half an hour apart. The first section contained Mr. Villard, his private car, and the private car occupied by his most distinguished foreign guests. The second consisted of eight private cars, two of which belonged to Mr. Robert Harris, a director of the Northern Pacific Railroad Company; another was occupied by Geo. M. Pullman and party, and the car of ex-president Billings was attached in the rear. General Grant occupied a car with Secretary Evarts, General Cass, General Haupt, and various others. The third section was made up of ten cars, for American guests; and the fourth of ten Pullman cars was occupied by representatives of the newspaper press.

Full accounts of the progress of the trains were dispatched to our city, and at the prospect of men of such positive ability and standing as the guests mentioned coming to see the end of the work and to congratulate our State, all our citizens rose to the full requirement of the occasion. It was one of those rare times in the history of a place when the entire population was drawn out by one sympathetic impulse and most cheerfully did each do his best to show his appreciation of the hour. There has been much discussion of Mr. Villard's abilities and general caliber. But in nothing did he show more perfect good taste and administrative facility than in the conduct of this excursion and celebration. The Northern Pacific had been for more than twenty years a subject profoundly interesting to the people of the Eastern States, upon grounds of economics, of politics and patriotism. With the best of judgment Villard concluded that in no way could the consummation of the building of this road be better celebrated than by the presence here of representative men of the nation. To give still further emphasis to this idea he invited noted men of England, and of his own native

Germany. His own efforts were confined to securing the presence of these men and affording them the privileges of guests upon his trains, and making the completion of his work the occasion of the meeting and acquaintance of great men of the three great Teutonic nations.

The following general description of the day and procession is taken from the *Oregonian* of September 12, 1883:

"If Portland was filled with people Monday morning, she was overflowing yesterday. It was a veritable Fourth of July, on a grand scale, without any of the deafening noise or disagreeable features. From early in the morning until afternoon the country folk pressed into town through every entrance, and, as if to welcome them, merry bells and loud mouthed whistles sounded forth upon the morning air. Everything on wheels was brought into service, to transport the holiday seekers through the streets of the city. Business was almost entirely suspended and everybody thronged the streets along the line of march. From across the river came the whole population of East Portland. Street cars on all the lines were crowded; restaurants ran a double force of waiters to feed the hungry populace. Every one was moving after the usual American style of rushing. Any estimate of the number of people in the city would either be considered the wildest kind of a guess, or fall far short of the truth. Not to be enthusiastic, the display yesterday was the grandest sight that Portland ever witnessed; not one of the grandest, but the very greatest of them all. As for the weather, it was simply perfect. The light rain of the past few days had effectually subdued the summer dust, and the streets were in fine marching condition. The air was clear, bracing and mildly warm, while light fleecy clouds obscured the sun just enough to afford a gentle screen, for which every one was grateful.

As the hour for the parade grew nigh, the crowd packed most densely along Fourth street, up to the corner of Court House square. Here was the grand stand for the distinguished guests of Mr. Villard, before whom the entire procession was to march and counter-march in review. At this point the eyes of the people were fairly divided between the great men and the parade gotten up in their honor. Ropes stretched across the street kept back the crowd from the main entrance of the Court House, where the carriages stopped with their load of guests. Ranged along the side walks across the street from the grand stand were three rows of benches, and upon them were seated families of the members of the City Council, of the city officials, and many old pioneers, who would otherwise have had no chance to view the great scene which their earlier labors had done so much to bring about. Of the whole procession, their husbands and fathers formed the most noticeable part.

"Those against whose familiar names not yet

The fatal asterisk of death is set,"

upon the records of the Oregon Pioneer Society—a handful of men, fine, sturdy and full of vigor, but now for the most part grey and bent with age—fitly led the van of the parade, as years before they had led the van of civilization, of which the Northern

Pacific Railroad is the outgrowth. Honored veterans of frontier life, all of them, and representatives of the near past, but without which the present would be impossible. Among those whose faces were familiar to thousands as they led the greatest parade ever witnessed on the northwest coast, were Nesmith and Crawford, Gray and Pettygrove and Parrish, and many others whose names may be less known, but not less prized among them all. Tears came to many eyes as these men, with beard and hair whitened by the frost of time filed slowly by, and the thoughts of many reverted to lowly mounds which swell above the honored dust of Lane, Meek, Payne, Fletcher, Scott, Newsome, Geer and Kinney, a host not less honored than the remaining handful who still answer to the pioneer roll-call, and vastly more numerous.

Renewing these thoughts, although in a far lighter vain, was the picturesque outfit that closed the whole procession. These were the train of emigrant wagons dilapidated and worn, the mud-splashed oxen and a dozen bare-footed and dirty faced children to each *pater familias*. That the picture was true to life none knew better than the old pioneers in the van, and when the two divisions passed each other on the counter march, the shout of recognition which went up from each was loud and long. That a band of painted savages—genuine Indians of the Warm Spring tribe—should follow the train of emigrants, seemed correct and proper, and when the blood-curdling yells rang out as it did occasionally, the realization was complete.

As the pioneers passed the grand stand the second time, they halted in a group before Mr. Villard and gave a rousing hurrah! C. H. Dodd, who was on the stand, rose to his feet and called for three cheers for the pioneers of Oregon. This was responded to heartily by hundreds of people, including the invited guests."

The procession occupied an hour and a half in passing the grand stand.

Somewhat more particularly, the procession was made up into five divisions with the special division of pioneers in the lead. There were about one hundred of these, under the lead of Capt. Medoram Crawford, of Dayton, who came to Oregon in 1842, but is one of the strongest, most hearty, and least worn in appearance of any of the others of the pioneers. Very interesting in this group were F. W. Pettygrove, one of the founders of Portland, from Port Townsend; and W. H. Gray, who came in 1836, and wrote the first comprehensive history of the Northwest. To the visitors, both from the East, and from Europe, these men were of the greatest interest, and by the later Oregonians they were looked upon with many feelings of emotion.

The first division was made up entirely of officers and soldiers of the United States army from Fort Vancouver. They drew marked attention for their neatness of appearance and precision of march.

The second division was led by Mr. Geo. H. Durham, of our city, a gentleman of military training, and consisted of emblematic cars of the interests of the city, led, however, by a band of Oregon militia from Dallas, together with children of the Indian training school, then at Forest Grove. A notable feature of this division was the lumber and timber display—fir, cedar and spruce timber of large dimensions. A section of a fir log, eighty inches in diameter, and the stump of a forest giant which a woodman was chopping upon as if in process of felling a tree, being among the number. This proved universally attractive.

The third division was made up entirely of the Oregon militia led by Brigadier General Wm. Kapus. There were some eight companies, led by the Second United States Infantry band, and they proved to be in excellent drill, and made a striking appearance.

The fourth division consisted of emblematic cars of Oregon products and industries. One very pretty piece was a large boat, representative of commerce, decorated with red, white and blue streamers, with sail set, manned with youthful sailors, while at the helm sat Miss Marquam, a handsome illustration of the fleet-winged goddess. Cars of flour, coal, saddlery work, lime, stone, cooper work, and spice mills followed this. This division was led by Dr. S. J. Barker.

The fifth division, marshaled by Captain N. J. Morris, one of the Grand Army, and of Mexican War veterans; a troupe of cowboys, the fire brigades, and a large number of emblematic cars with furniture, ice, a company of stevedores, specimens of iron work from engines and boilers; and much other interesting work. In this the German citizens made a most interesting and characteristic display; and of all the trains, this was the most extensive.

At the end were the immigrant wagons led by a woman riding on a pony in the same manner that she had crossed the plains two-score years before; and these were followed by the Indians—all most true to life.

The whole procession was under the command of General Morrow.

This was all, so to say, the greeting and welcome of the city, and was kindly and generously received by Villard and the guests. As the president of the road and the real hero of the occasion, the former bore himself with remarkably good taste and modesty, seeming, although much gratified by the results of his labors, somewhat oppressed by the credit given him, and as if but little desirous of so much appreciation. Nevertheless, in all points he was responsive and gracious to these attentions.

In the evening the scene was transferred to the old Mechanic's Pavilion on Third street, the largest building then in the city, which was very gaudily, but tastefully, decorated, having also a large display of wealth and art. A crowded house here formally welcomed Mr. Villard and his guests; Hon. H. W. Corbett, presiding. An address of welcome was delivered by Hon. M. C. George, of our city, an Oregonian by education, and for two terms congressman from our State. His address was well and strongly written, comprehensive and perspicuous. It dwelt at considerable length upon the greatness of the work accomplished, the energy required to finish it, the pre-eminent advantages of the route, its value to the country, and its utility as a hand-maid of civilization. He accorded it a place alongside of the great works of the age, the St. Gothard tunnel, the Biscay canal, the opening of the Mississippi at its mouth and the Nicaragua ship railway or the Panama canal.

Mr. Villard responded somewhat briefly, in a conversational style, noting the friendship extended to him in the Northwest, and recalling that it was at Portland, in 1874, that he got the inspiration to do what was here completed. He commented pleasantly upon what Portland could do in the way of a celebration of the event in comparison with that of St. Paul, and wished to disclaim too much of credit to himself personally, but to let it go to others also.

Upon concluding, he introduced Hon. Chas. Russell, of the Queen's Bench, and member of the British Parliament, who spoke for the British visitors. Being an Irishman, he was a fluent talker; nevertheless, followed in a line of ideas that seem to us something like platitudes—probably from his desire to follow speaking in a vein such as he supposed was in accordance with American feelings.

He noticed the fact of our great continent, nature on a vast scale, and a hopeful and sturdy people following in a line of development, originally sketched by nature. He referred with much feeling and power to the familiar fact of the amazing growth of the country, and the churches and schools, which indicated that the people were mindful of the higher things. He closed with good wishes to our people and to the nation of which this railroad was the latest effort.

Hon. Horace Davis, Queen's Counsellor, and member of Parliament, followed in much the same strain, speaking of having traveled six thousand miles from home to find here a civilization much like that he had left, of Anglo Saxons; and a city whose name recalled the English Island on the coast of Dorchester. The remarkable hospitality of the people of the West was in full keeping with the other delightful things experienced. The things he had seen here furnished thought for serious reflection, supplying all of the elements out of which the history of a people was to be made.

Senator Dr. Albert Greoning, of Bremen, continued in a quiet, pleasing style, speaking on the part of the Germans. He expressed himself as struck with admiration of the greatness and fertility of the country, and the energy, activity and sagacity of the inhabitants (a sentiment which the "inhabitants" heartily applauded.) He spoke with pride of Mr. Villard as a native of Germany, and expressed the belief that this was but the beginning of a new expansion for Portland, and closed with the words that "The development of the United States will always be observed without envy, but with the deepest interests and warmest sympathy."

The Americans, being somewhat more free to express themselves, and to score criticisms, or suggest ideas of improvement, as it is very instructive to observe by their remarks, mostly framed their expressions in a setting of humor, but, nevertheless, struck out constantly advanced ideas and bright scintillations of thought. Hon. John A. Kasson, of Kansas, saw in the procession an epitome of American history, and closed with the fervent hope, in the name of God, that American civilization on the Pacific shores would not be

forced back, but rolling across the Pacific, bring the ancient millions of Asia into harmony with the civilization of our age, and with the religion to which we adhere.

Senator Conger, of Michigan, spoke with much fraternal spirit of the pioneers of the Pacific, passing into the unknown of the Rocky Mountains, and then being lost to all their old friends as if by the separation of death; and the long waiting for the closing of the chasm between the west and the east, that they might once more see each other. He also spoke of the intense interest of the east in the religious welfare and improvement of the west, and that it be a land of homes. He said that after looking he had no fears for Oregon. He closed fervently with the words, "God bless you, God speed you," and expressions of the pride that he felt in the accomplishment of the great work.

Carl Schurz spoke with much wit of the German part of the affair, expressing his pride in Villard, and how his respect for the other speakers had risen, becoming to him as men of marked discrimination in discovering the eminent qualities of the German-Americans. He referred with pleasure to seeing the Indian boys and girls there, and emphasised the thought that even in the west it was recognized as better to educate than to slaughter the red men. He also cast out a few bright ideas as to the value of our forests, and the unwisdom of their wanton destruction—as here was the great store-house of timber of which the rest of the continent stood so much in need.

William M. Evarts, known quite largely over the country as a writer of exceedingly long and complex sentences, surprised the audience by his gleeful spirit, referring American progress to Plymouth Rock, not even excepting the German Villard, who did nothing great until he had married his New England wife. He also read a lecture—for the benefit of the foreign visitors probably—from the texts in the Bible with reference to beating plowshares into swords, and swords back into plowshares, as the proper, and indeed the American way of preserving liberty and the national interests; calling attention to these hardy, independent ranks of men as fit either for defense against violence, or for manning the cars of industry.

Indeed, from the earnestness with which the Americans dwelt upon the moral aspect of the case, one might have taken them to be a party of clergymen. Their words were, however, sound and weighty, and strongly illustrative of the bent of the American mind toward ideal right and good.

Other railroads soon came. The Union Pacific, through the Oregon Short line and connection with the Oregon Railway, reached Portland in 1885, and the Southern Pacific came in 1888. The advent of either would have been hailed as the event of first importance had it been first in point of time.

This history of Portland is the product of research and labor extended in all directions that promised results; it is probably as complete as any that is likely to be prepared, and yet not so complete by any means as it would be, were it practicable to gather, to sift and to compare all facts of interest that are yet retained in the memory of living persons or set down in documents remaining in private hands. Unfortunately, the mass of these materials is beyond the reach of those who undertake to prepare a work like this, and writers or editor must be content with such records and recollections as can be gathered by diligence, though knowing that more has been missed than obtained.

The retrospect of the history of Portland shows steady growth, consciousness of destiny, development of character and assimilation thereto of the forces gathered and gathering here. It shows a society knit together by long intercourse and by community of interest, developing characteristics that give Portland an individuality recognizable by all who come in contact with her, establishing the homogeneity of her people, and advancing them to the conditions of well regulated and orderly municipal life. Portland has the experience and conservatism of the past blended with the activity of the present and the inspiration of the future. From her past she has a basis of solid strength; from her present, the hope and purpose of enterprising spirit. The two united give the prophecy of her history.

This prophecy is founded in conditions that make it impressive and give assurance of certain fulfillment. So much has been done and gained that the future is no longer problematical. Destiny is so far advanced that prophecy cannot miss its mark. Portland, no mean city already, is destined to be a great one. Who can guess with how curious an interest this account of beginnings of the city of Portland; this record of the city of Portland of to-day, will be read in the great city of Portland, forty or one hundred years from to-day! Individual life is short and in the main unimportant, but the collective life of men is long and important, and its development through secular periods, largely under the stimulating variety of city life, makes the soul of history, whose record gives dignity to the career of the human race.

CHAPTER XVIII.

MEN OF PORTLAND.

AS a fitting and even necessary part of the present History of Portland, biographical sketches of a number of the men prominent in the founding and building of the city and in the conduct of business and affairs at Portland, are given in the succeeding pages:

CHAPMAN, COL. W. W. Among men now living there are none around whom clusters so much of the history of Portland as the one whose name heads this memoir. He is the strongest link between the infant days and the stalwart manhood of our city. But the results of his labors in behalf of Portland, great and far-reaching as they have been in good, by no means complete the record of his long and useful life. Years before American civilization had gained a foot-hold in this portion of the Pacific Northwest, he had borne a leading part in laying the foundations of the State of Iowa, projecting and formulating measures which have since become established to the western limits of the continent. As one of the earlier pioneers of Oregon he found a new arena for his powers, and here for nearly a half a century he has exerted an influence upon political and business forces eminently beneficial, while his whole public career has been singularly free from personal or selfish motives. A hard fighter in everything, a man of direct methods and perfect integrity, he has maintained his opinions fearlessly, honestly and sincerely. No one can read the story of his public endeavors without feeling his heart warm toward this venerable man of over four score years, who upon many occasions in days gone by, when others were timorous or doubtful, dared to stand alone, and with admirable courage, and at times with seeming obstinacy, to do valiant service for the city and State of his adoption.

Preceding pages of this volume treat so largely of Col. Chapman's part in the progress of important events in Portland's earlier history that much necessary to a distinct sketch of his career will be omitted here. For a more complete biography of this prominent Oregon pioneer, and one of the founders of Portland, it is necessary to refer the reader to the history of Portland, as told throughout this work. We now produce the plain story of his life, not with any purpose of lauding a man who cares little for praise, and is in little need of it, but with the simple aim of doing justice to one whose varied efforts have done so much for this portion of the Pacific Northwest.

William Williams Chapman was born at Clarksburg, Va., August 11, 1808. At the age of fourteen his father died, and he was thenceforward thrown chiefly upon his own resources, although assisted to some extent by a kind brother and faithful mother. After obtaining what information and mental discipline was to be gotten at the public school, he secured a position in the office of the Clerk of the Court, of which the eminent jurist, Henry St. George Tucker, was Chancellor. In these endeavors at self-improvement he was much encouraged, and indeed assisted by a kind lady, Mrs. Schon, mother of the eminent Methodist minister of that name. He

also was given free access to the libraries of the noted members of the bar in that city. Receiving in due time, from Judge Lewis Summers, Daniel Smith and Chancellor Tucker, his license to practice, he at once took up his residence at Middlebourne, Tyler County, Va. The spring following (1832), he was married to Margaret F., daughter of Col. Arthur Ingraham, a farmer of note, and also a prominent public man who served twenty years in the Legislature of the Old Dominion, and afterwards removed to Illinois, but made his last home in Iowa, where he died.

In the autumn of 1833, Mr. Chapman went to McComb, McDonough county, Illinois, and in the spring of 1835 moved out to Burlington, in the "Black Hawk Purchase" now a part of Iowa. Those were early times for even the Mississippi States, and this region was then reckoned as a part of Wisconsin, and was attached to the Territory of Michigan. It may be inferred that Mr. Chapman was a man of mark, with a penchant for forming a new society, or he would never have been in that new country. This presumption is confirmed by the fact that we find him the next year appointed prosecuting attorney by John S. Horner, acting governor of Michigan. In 1836 he was appointed by President Jackson United States Attorney for the Territory of Wisconsin, established upon the admission of Michigan as a State. The most exciting litigation at the time was with reference to "jumping" land claims. The settlers had a court of their own before which jumpers were tried, and by it summarily ejected from their hold, if found guilty. Mr. Chapman proved to be on the side of the settlers, defending a body of them before the court. Military officers and men, including Gen. Taylor, afterwards President, and Jefferson Davis, his son-in-law, used in those days to come around sometimes to remove "squatters," as the settlers were contemptuously called. That was before the present land laws, and the public domain was opened to legal settlement only as thrown open by proclamation of the President, who sometimes proceeded upon the idea that new land should not be settled up until all the "offered" land was occupied; while the settlers preferred to live and take land where they pleased. On account of his friendship, the Iowa settlers were willing soon after to, and did send Mr. Chapman as delegate to Congress.

In 1836, he removed to Dubuque, and in 1837, removed back to the neighborhood of Burlington. In 1838, Iowa was set apart as an independent Territory, through the efforts of G. W. Jones, a delegate from Wisconsin, and upon the election held September 10, Mr. Chapman was found to be successful over three other candidates. In Congress he became very active. The first bill prepared by him was for the opening of a military road from Dubuque through Iowa City to the southern bound of the State, for another to run from Burlington west, and for still another to run east and terminate at De Hague, a place in Illinois. It was essential to get this latter road in order to cross the extensive low bottom lands on the east or Illinois side of the Mississippi River, which were flooded during the summer freshet. On account of the opposition of Van Buren to internal improvements in the States, Chapman omitted to mention in his bill that De Hague was in Illinois, and the President not being aware of this fact signed the bill, contrary to his own policy of non-inter-state improvement.

In 1836, at an election in Dubuque county, Wisconsin Territory, now a part of Iowa, Mr. Chapman, then twenty-six years of age, was elected Colonel of the Militia

by a most flattering majority, which was particularly gratifying to him from the fact that his acquaintances had made him believe that they were all voting against him. Some told him that he was too young and inexperienced, and he overheard others saying: "It won't do, he is too young," etc.; but when the votes were counted and he found that he had received the almost unanimous support of electors of his township, he too, felt able to enjoy the joke. His commission as Colonel, issued December 2, 1836, is signed by H. Dodge, Governor of Wisconsin Territory, and attested by J. P. Horner, Secretary. He qualified December 30, of the same year by taking the oath of office before Warner Lewis, "a justice of the peace in and for Dubuque county."

The act creating Iowa as a Territory fixed the Northern boundary of Missouri as the southern boundary of Iowa. One point determining this line was the Des Moines Rapids. Missouri, anxious to acquire a large tract to the north, claimed that these rapids were in the Des Moines River, while Iowa claimed that the rapids meant were those in the Mississippi River, above the mouth of the Des Moines, bringing the line some twenty or thirty miles further south. Governor Lucas, of Iowa, advising with Col. Chapman, promptly occupied the disputed territory with Militia, in order that Missouri might not be first on the ground, as it would be difficult to oust a State from her actual holding, while a territory might be easily cut up. Missouri hastened to send up her troops, but found the field already in possession of Iowa. Chapman rode out, advised a stay of all proceedings, and urged that the contestants should await the action of Congress and of the Supreme Court. Missouri felt reasonably confident, as she had Benton and Linn in the Senate, and three able men in the House at Washington, while Iowa had but one unknown delegate. But when the contest before Congress came, Chapman was able to present a mass of testimony to the House, from the writings of French missionaries and others, showing that the Des Moines Rapids were in the Mississippi River. Seeing the case going against them, the Missourians hastened to get a bill into the Senate in their favor, and Dr. Linn was pushing this measure with all the vim of his great abilities. It was then, as it is still, unparliamentary for a member of one House to interpose in the proceedings of the other, but Chapman, although but a young man, felt no hesitancy in honoring this custom in the breach, and sent a written communication to the Senate, protesting against the action of Senator Linn in bringing forward the question of boundary in a body where Iowa had no representative, and referred them to the fact that this question was then pending in the House. As a result of this communication, action in the Senate was stayed.

While the decision was still in suspense private overtures were made from the Missouri members to persuade the Iowa delegate to let go his hold, and Benton proposed to Chapman, if he would yield, to grant great favors and an early admission of Iowa into the Union. But in reply to all of this Mr. Chapman could only say that he was entrusted by the people of Iowa to hold their line as claimed by them, and this view eventually prevailed.

Col. Chapman was the first man in Congress to propose a permanent pre-emption law. In former times there was no regular or legal way for the settler to acquire public land wherever he might choose in the United States territory and it was customary for Congress to pass a bill from time to time granting existing settlers the

right to pre-empt the lands which they might have occupied. This was a cumbrous, and in many cases a dilatory way of granting title to settlers, and it was while a bill to grant a special pre-emption was before Congress, that Col. Chapman proposed a standing law providing for pre-emptions to be a permanent arrangement for prospective as well as actual settlers. The idea was novel, and met with some ridicule, but it has long been so much a part of the land policy of the Government that it seems as if it must be almost as old as the statute book itself.

In 1844, Col. Chapman was chosen a member of the State convention to prepare a constitution for Iowa. In that body he originated the measure to transfer in the face of the act of Congress the grant of five hundred thousand acres of land to the State for internal improvements for the use of schools. Such a proposition was then unheard of, but has become the policy since followed by all the new States. He also proposed the measure providing for the election of judges which was then wholly an innovation, and although there has been much question of its wisdom, it is a policy that has extended wholly over the West and to the East in many instances. Col. Chapman is himself a firm believer in the usefulness of the plan, for while the judges are thus more subject to the entanglements of politics, they are also more immediately responsible to the people, and are removed from executive or legislative patronage.

Although having accomplished so much for the young State of Iowa, and having become so well known among her citizens, with a large future opened to his enterprise and ambition, he was led by a spirit of adventure, and perhaps even more by the instinct that his greatest strength was in establishing and formulating principles for future States, to seek a new field where political and business forces were yet in embryo, and determined upon Oregon as the most promising field for his endeavor. The choice has been most fully justified by the result.

On the 4th of May, 1847, from Oskaloosa, Mahaska County, Iowa, Col. Chapman and family set out for their journey across the plains to Oregon. The family consisted of himself and wife, and seven children. Nearly 100 emigrants started in the train with Col. Chapman. The long journey of over six months, replete with dangers and hardships, came to an end on November 13, 1847, when Mary's River was reached near what was then called Marysville, now Corvallis, Benton County. The party at that time consisted of the Chapmans, Gilberts, Starrs and Belknaps. Being anxious to see the seat of Oregon, and especially to make the acquaintance of the leading men of the young settlement, Col. Chapman, shortly after his arrival, made a trip on horseback to Oregon City, or the Falls, as it was then called. At this quaint little capital, and then indeed the metropolis of the region west of the Rocky Mountains, were congregated Oregon's early heroes. Here he met and formed a pleasant acquaintance with Judge S. S. White, Col. B. Jennings and Gov. Abernethy. From them he learned pretty much all of the history and prospects of the young commonwealth, and with his aptitude for formulating a distinct policy, foresaw almost from that moment his own future work in our State. He at first decided to make his home at the Falls, but was finally induced by Dr. Wilson, of Salem, to make that place his residence.

In February, 1848, he with his family reached Salem, where they were furnished quarters in the lower story of the Methodist, or old missionary academy building, and

were treated as members of the doctor's family. In this place he remained for some time, although school was kept in the upper story of the building.

With the facility of the pioneer, he turned his hands to manual work, and as spring came engaged in making a garden, and also righted the fences that enclosed the big field upon a portion of which the State House now stands. He also picked up as rapidly as possible the threads of legal activity in the State, attending during the spring and summer several terms of court, held under the auspices of the provincial government by Judge Eugene Skinner. The last of these was on Knox's Butte, in Linn County, and became memorable for its abrupt adjournment from the report of gold in California.

Mr. Chapman was no less interested than the rest, and although not excitable, made speedy arrangements for the comfort of his family during fall and winter, and in a party containing also Mr. Alanson Hinman, of Forest Grove, J. B. McLane, of Salem, and Mr. Parrish, of Linn County, packed across the mountains to the mines on the Sacramento. The whole of Oregon was moved, and this little party had swelled to a considerable army by the constant aggregation of other little parties on the way; but before Sutter's Fort was reached the company broke up into little bands scattering out in all directions to the gulches and bars of Northern California. Some of these early settlers were lost to our State forever, going nobody knows where in the world, while others, having made little fortunes, came back to Oregon to spend their days in peace and plenty, and to assist in making our State the glory of the Northwest.

After mining with good success until autumn Mr. Chapman made a somewhat indefinite tour to San Francisco, with an eye to the establishing some kind of a center of trade or society, thinking a little of forming a combination with Sutter to build a city at Sacramento; but he discovered that the quick mind of Judge Burnett had already grasped the idea and seized the position. At San Francisco he remained a considerable time, and was about to visit the other mines of California, but meeting with Gov. Lane, who was on the way from Washington, was persuaded by him to come on to Oregon. He arrived in February or early March, 1849. Proceeding at once to his home in Salem, he was soon elected representative to the first territorial legislature chosen and convened upon the order of the new governor. During this session he was appointed to draft a code of laws, but under a technical construction of the organic law this act was declared void.

At the end of the session in 1849, he decided upon a removal to Oregon City and remained there for a short time, but upon a close examination concluded that this could not be the place for the seaport emporium and consequently made a thorough exploration of the lower Willamette to the Columbia with the result that he concluded Portland to be the place where transportation by land and by ships could most readily meet. He found Portland built on a section of land owned by Gen. Stephen Coffin and Mr. D. H. Lowndale and in this claim he bought a third interest. Although Portland had a natural advantage, her success as the chief city depended upon her making use of that advantage, and only by showing an enterprise equal to that of a dozen other rival places could the favor of nature be turned to account. Mr. Chapman, with his family and household effects was "bateaued" from Oregon City to Portland on the first day of January, 1850, and in the spring and summer following cleared and erected upon the block upon which the county courthouse now stands a frame building for a residence and with his family dwelt therein until the fall of 1853.

The town proprietors of Portland, as Messrs. Coffin, Lownsdale and Chapman were called, at once engaged in all enterprises which they deemed calculated to advance the interests and prosperity of Portland as the commercial metropolis of Oregon.

The period which immediately followed Col. Chapman's arrival in Portland has been so thoroughly treated in another part of this volume that it is only necessary to refer to it, should the reader desire to gain a full idea of the important work carried through by Col. Chapman and his associates, in laying the foundations of the city. The purchase of the *Gold Hunter*, the founding of the *Oregonian*, the opening of the Canyon Road, the enlargement of the town plat and the improvement of the streets, were enterprises which Col. Chapman urged forward, liberally expending his time and money to insure the growth and prosperity of the city. The struggle to maintain the embryo city was not an easy one. Prospective towns with powerful backing sprang up and contested every inch of the way. How the proprietors finally triumphed over every rival is an interesting story which is fully related in preceding pages. The hard blows aimed at Portland by rival points on the Columbia and Willamette were all met and parried by the energy and foresight of the proprietors, Col. Chapman leading in every contest and allowing no personal sacrifice to stand in the way of the city's growth and development. For valuable service at this critical period of Portland's history, no one is entitled to a higher meed of credit.

The important part he bore in the long legal struggle over the title to the Portland land claim is a subject treated of in a separate chapter in this volume and needs not to be entered upon here.

In the fall of 1853, becoming impressed with the profit to be made in the cattle business, Col. Chapman acquired the Hudson Bay improvements at Fort Umpqua, in what is now Douglas County, and although retaining his interests at Portland and continuing in the practice of law, removed to the Fort with his family, himself returning to Portland about once a month to see to his interests in the city. At his new residence Col. Chapman continued to improve and cultivate his farm and herd his cattle.

In the fall of 1855, while Col. Chapman was attending court at a distance from home, news was brought that there was a great Indian uprising on Rogue River, with depredations committed between Jacksonville and Cow Creek. This was the beginning of the war of 1855-6. Under the proclamation of the Governor, Col. Chapman began at once to gather a company, of which he was elected captain. No sooner was this responsibility laid upon him than he went to Portland, riding day and night to procure arms for his men, and returning took from his own farm, wagons, mules and horses for the equipment of the company. Proceeding thus by forced marches toward the seat of war at the Little Meadows, stopping at Roseburg only long enough to be mustered in in proper form as Company I, of Major Martin's battalion, he proceeded expeditiously to join the main command.

At the assembling of the officers at the Meadows, Col. Chapman advised that the Indians be pursued and thereby held together, and protested against withdrawing the forces. He also favored the building of a fort and leaving a strong garrison, being impressed with the belief that if the forces were withdrawn the Indians would at once scatter out and fall upon the settlement, while if they were followed and pursued and

held together, they would be prevented from perpetrating outrages. A majority of the officers differed with him and by their decision the troops were withdrawn. His foresight, however, was but too terribly verified by the massacres committed soon after the troops were withdrawn. During the winter that followed the movement of troops was of little concern, and the forces were reorganized. Lamerick was chosen Brigadier General by the Legislature and appointed commander of the 2d Regiment of Oregon Volunteers. At an election John Kelsey was chosen Colonel and Mr. Chapman, Lieutenant Colonel. James Bruce, than whom there was never an abler or better officer, or one more intelligent or more ready to carry out a command to the letter, was chosen Major of the 2d or Southern battalion, and Latshaw, an able and energetic officer, Major of the 1st or Northern. At a council of war held soon after the forces were gathered together, to decide upon a plan of campaign, Col. Chapman, basing his opinion upon the experience of the last year, advised to press the Indians and unite them as closely as possible, compelling them to concentrate at some point, probably at the Meadows. This place, the fastness of the Indians, was a rocky cliff, or bluff, on the south side of Rogue River, opposite a wide strip of clear meadow lands. To cross the meadows, and ford the swift and dangerous river in the face of an enemy concealed among the rocks and trees was an impossibility. Col. Chapman, therefore, advised that a force, the Southern battalion, be sent down the south side of the river by way of the Port Orford trail to attack the Indians from the rear of their stronghold, and another force, the Northern battalion, be sent to co-operate on the north side, and if the Indians fled across the stream to be there to meet them. By this strategy the enemy must be crushed between the two battalions. This suggestion was adopted, and at the request of Gen. Lamerick, Chapman reluctantly consented to take command of the Southern battalion with headquarters at Vannoy's ferry. At once he began concentrating his forces, which were scattered at various places in Southern Oregon, and soon set out with a battalion numbering over three hundred men, all hardy, sturdy soldiers, good fighters, and mostly miners. Moving to Hay's, on Slate Creek, where the Indians had left tracks by recent depredations, scouts were sent out to find the enemy, and it was soon ascertained, as was anticipated, that the savages had concentrated in the presence of the large force coming after them, and had retreated to their great stronghold opposite the Big or Lower Meadows. This was a point a little below their place of defense of the previous year, which was called the Upper or Little Meadows, and was a stronger position, being better defended on the north. Returning to Vannoy's, preparations for a simultaneous movement were made. The men were dismounted, only animals sufficient for the commissary were allowed, and the expedition on both banks moved forward. There was a point on the Port Orford trail known as Peavine Camp, high on the ridge, not far from the Meadows on the south side, to which Chapman was to repair with his force, and from this point watch the trail below on the north side, at a place where it came down to Rogue River, that he might ascertain the movement of Lamerick and the Northern battalion, whose force would be visible there as he went by. Reaching Peavine, Chapman waited some time in the snow, which still hung on the high ridge, but failed to discover his superior, and at length was told that his flag had been seen on the Upper Meadows. Scouts were sent ahead and found the Indians in force under the bluff opposite the Lower Meadows, and all preparations

were made for an attack, the men being eager for the work; but just at this juncture a message was received by Col. Chapman from Gen. Lamerick that he had learned that it would be impossible for Col. Chapman to reach the Indians on the south side and ordering Chapman and his battalion to cross the river to the north side and join him. Chapman and his men were annoyed at this intelligence and command, and for a time thought seriously of disregarding the order, but upon consultation, it was decided not to make the attack but to rejoin Gen. Lamerick, which they did. At the Meadows, considerable fighting was done across the river. Major Bruce was ordered, by Gen. Lamerick with a small command, to cross the river, but was unable to cross in the face of the Indians. This led Col. Chapman to plan a movement by which the Southern battalion was to go down on the south side of Rogue River, and the Northern battalion to go down on the north side, which he partially carried out, but it was broken by the order of Gen. Lamerick (before mentioned) to join him on the north side. At length the Indians chose to leave their camp. Then an advance across the river was made, when Gen. Lamerick found them gone and occupied their deserted camp. Gen. Lamerick then made an order for the army to retire from the further pursuit of the Indians; part to Illinois River, part to Jacksonville and part to other places. On the same day before these orders were put into execution, Col. Chapman seeing that if these orders should be carried out the whole plan of the campaign would be broken, the Indians left free to destroy the lives and property of the settlers, and the volunteers left with the same unsatisfactory results as after the unfruitful campaign of the year before, urged Gen. Lamerick to build a fort near by, to hold and keep the Indians in check. At this suggestion the General took offense, but said he would refer the matter to a council of war. At this council Chapman was called upon to explain his views, which were at once endorsed by every member of the council and it was decided to erect a fort, which immediately was done. It was named Fort Lamerick. Major Latshaw was placed in command here, and the remaining troops were sent to various points. Lamerick went to Jacksonville and Chapman to Roseburg. Latshaw, a brave and vigilant officer, soon reported to Col. Chapman that he had found the Indians on John Mule Creek, and was only waiting orders to attack them, and asked also for a supply of provisions. Chapman at once issued the order for an attack and sent off the provisions. In pursuance of Col. Chapman's order, Major Latshaw promptly attacked and defeated the Indians, and by this blow and the timely aid he gave the regular army then coming up Rogue River, the war was ended. The Indians surrendered to the United States troops, having some natural distrust of the settlers and soldiers amongst whom they had been pillaging and murdering.

Resuming civil life, the Colonel removed in the latter part of 1856 to Corvallis with his family. The admission of Oregon as a State was now taking definite form, and it was supposed as a matter of course that the Colonel would be a member of the Constitutional Convention from the Corvallis district. There was, however, at that time, much division of opinion on the subject of slavery, and what provision in respect to this institution should be inserted in the instrument constituting Oregon a State. A meeting of the Democratic party was held at Salem, and while returning with a number of his party friends to Corvallis, the subject was broached, and Col. Chapman frankly said that he would be opposed to slavery, as it was a thing that

could not be established in such a community, and that a movement to attempt this was uncalled for. He expressed no hostility to the South, but believed that the attempt of such a social change as this policy contemplated would be only evil. From that moment he was dropped and Judge Kelsey was selected for the place. Among those who discarded the Colonel were a number who afterwards became prominent republicans.

During this or the following year, he visited Eugene City, and purchasing extensive farming property, removed hither with his family. While here, occurred the election of Territorial and State Representatives, and he received the nomination to a seat as territorial member. The number of candidates being large, a very lively canvass was conducted, for a part of the time at least the whole legislative ticket stumping together. The Colonel bore a large part of the burden of this work.

As the contest for Senator drew near a strong movement was set on foot to elect Chapman. He would have been a very strong candidate but for a number of reasons, chief among which was his opposition to slavery in Oregon, his party could not allow him the honor. He was also spoken of as a worthy man for the position of United States District Judge. While the party managers were trying to adjust these claims of his friends, and at the same time not injure the party by offending other aspirants for these positions, the Oregon Legislature being still in session, news was received from Washington that the Colonel was appointed Surveyor General of Oregon, and he himself received at the same time, a letter from Gen. Lane, strongly urging him to accept. Feeling for the General the strongest friendship and personal attachment, he consented to do so, and all the party claims were speedily adjusted.

In 1861, believing it unbecoming to hold office under a President whose election he had opposed, he tendered the resignation of his office, and was succeeded, after some time, by P. J. Pengra.

During the fall of 1861, Col. Chapman, with his family, returned to his old homestead in Portland, and in the early part of the year 1862, erected the residence at Twelfth and Jefferson streets, which has ever since been the family home. During the years of his later residence in Portland, the Colonel has practiced law extensively, especially in land matters. He has, moreover, spent a life of energy and a magnificent fortune in his efforts to secure for Oregon its one great desideratum—eastern railroad connections.

Pioneering the way in laying broad the foundations of our State, and contributing by his wise foresight to the material prosperity of Iowa and Oregon in their organic laws, Col. Chapman is also to be credited more than any other man or dozen men in proposing safeguards in matters of railway construction in Oregon. In 1863, the first rumble of railroad agitation was felt in the State. To connect Oregon with the Pacific system then extending across the plains, a bill was introduced in Congress with a land grant subsidy for a road from a junction with the Central Pacific Railroad in California, northward to Portland or the Columbia River, and so great was the desire for railroad connection that the people of the State were favorable to the scheme on any project likely to accomplish the object. A meeting was held in Eugene City on the day the surveyors reached that point. Great enthusiasm prevailed and a meeting was called for the purpose of endorsement of the scheme which was then pending in Congress, and the approving voice of the people was of course to be

presented to Congress as an aid to the passage of the bill. Col. Chapman happened to be present and learning the object of the meeting, and seeing that under the terms of the bill as introduced, the builders would begin at or near Sacramento and continue toward Portland as fast or slow as they pleased; that as they built toward Portland the trade would necessarily run to California, even till they would be in sight of Portland; and that it would inevitably work greatly to the disadvantage of Oregon and her commercial metropolis, wherever that might be; he therefore determined upon a remedy, and when the meeting was organized submitted and procured the passage of the following preamble and resolutions:

WHEREAS, We learn that the surveying party on the contemplated route for the Oregon and California railroad has arrived in the Willamette Valley, and that the chief engineer, Mr. Elliott, is now on a tour in the lower counties for the purpose of learning facts respecting the route and the means to be obtained in aid of the survey and improvement; therefore

Resolved, That all grants of land and other aids by the Government of the United States, and means to be appropriated, should be expended in equal proportions in Oregon and California, and commencing the work in Portland, Oregon, and progressing southwardly, and at Sacramento, California, progressing northwardly, so that each State and section may derive equal advantages therefrom, while the road shall be in process of completion.

Resolved, That we do hereby recommend that several organizations be effected in Oregon for the purpose of receiving the aid of the Government and executing the work within the State.

The preamble and resolutions were unanimously adopted. On Col. Chapman's return to Portland the subject was brought before the people of the city; two public meetings were held and the proceedings of the Eugene meeting were endorsed, with memorials and petitions to the same effect forwarded to Congress. The result was that the measure was modified as was requested. Senator Nesmith, in his later days, told Chapman that he well remembered the circumstances, and that upon the receipt of the proceedings in Oregon he did just as was suggested, and on the 25th day of July, 1866, the act of Congress passed.

Independent of the advantages that have accrued to Portland, to Oregon, and, indeed, to the whole Pacific Northwest, through the modified provisions of the bill as it became a law, causing the immediate and early construction of the road from Portland southward through the Willamette, Umpqua and Rogue River Valleys, infusing new life and increased energy into our people, it inaugurated new and important enterprises, developments and prosperity in Oregon, surpassing the most sanguine expectations of our people. So that instead of the last spike in the construction of the entire road being driven at Portland, it was driven and celebrated at Ashland, near the southern boundary of our State. Thus, in the very embryo stage of railroad construction in Oregon, Col. Chapman gave the guiding hand and struck the key note for provisions in the interest of his adopted State which will redound to her benefit through all the future.

After all has been said relative to these momentous matters, and when all the wheat is separated from the chaff of personal vaunt as to each one's share in the upbuilding of the superstructure of our Statehood and commercial relations, the name of Colonel Chapman will tower above them all, conspicuous for foresight, and undaunted perseverance—quailing not before numbers and power—until the object of his effort was attained. It illustrates a character which never admits failure, and as such is a glorious example to our rising youth.

While the Colonel thus kept his eye vigilantly upon the process of railroad construction in our State and determined that corporate abuses should, so far as possible, be forestalled by adequate legislation, he was no less watchful of our commercial interests, with reference to navigation of our rivers and improvement of legislation for the sake of securing connection by ship with foreign ports. A member of the legislature of 1868, his attention was directed to the fact that our commerce with European and Atlantic ports were suffering greatly from lack of towage at the mouth of the Columbia river. As member of a committee to examine the causes and propose a remedy for this unhappy condition he found that from the experience of Captain Corno, some years previous, it was deemed unremunerative to operate a steam tug upon the bar. He, therefore, prepared a report setting forth this fact, showing, also, that it was not lack of water so much as lack of wind that had led to disasters at this place, and calling attention to the fact that so long as the mouth of the Columbia was considered dangerous by shippers, it would be avoided, or at all events, excessive rates would be charged, which fell with double severity upon the people of Oregon; not only compelling them to pay high tariffs on all their imports, but particularly compelling the producers to pay the added charges upon all exports. He pointed out that the wheat of Oregon was then taken in steamers to San Francisco and while the price in Portland was but seventy cents per bushel, in San Francisco it was a dollar and eight cents per bushel. He urged that this condition was working disastrously to the agricultural interests of the State, and proposed as a remedy that a tug boat be secured for the bar by means of a State subsidy. He reported a bill providing for a powerful steam tug boat, sufficient for towing vessels across the bar in all weather when it could be crossed by the best class of steamers or sailing vessels; with proper approval and license of United States inspectors. To secure such a tug boat the bill provided a subsidy of thirty thousand dollars to be given in five successive years; it directed that the license of all pilots, except those of the master of the tug boat and of the pilots employed upon her, should be revoked; and that the fees for towing and piloting sail vessels should be reduced to the rate of eight dollars per foot for the first twelve feet of draft, and ten dollars for any excess—the same as for piloting steam vessels. This was a reduction of twenty-five per cent. To prevent exorbitant rates of pilotage and of towage on the river from Astoria to Portland, the tug was allowed, in case of absence of employment on the bar, to tow to Portland, at rates to be fixed by the Pilot Commission, keeping, however, a sufficient pilot boat always near the bar in case of need.

The operation of this bill, which was passed almost unanimously, was most beneficial. By Captain Flavel, of Astoria, the tug boat was furnished, and it was but a few years before our large commerce sprung up between the Atlantic and European ports and Portland.

But important as was Col. Chapman's part in the foregoing events, his contest with the Northern Pacific Railroad Company, surpasses them all. It shows the capacity of one sharp, strong mind to rout a powerful combination of financiers and legislators, and reflects a credit upon the unofficial strategy and statesmanship of Oregon, which ought to be known fully in all our borders. But, strange to say, this action, by which the prestige of Oregon was secured, is almost unknown. It is known that the Northern Pacific somehow once got a staggering blow, by which her contemplated monopoly of the Pacific Northwest, was completely broken. But so

quietly was the blow given, and so little did our knight care to blow his trumpet, that none knew where the thrust came from. Col. Chapman was, in the years alluded to, one of the most earnest to get a railroad for Oregon to the East, and knew fully the whole political and financial situation with reference to it, as well as having a complete grasp topographically of the region to be traversed. The following will remind and inform many of the hard work he did in behalf of Portland and the whole State of Oregon, and gives a concise history of important legislation.

The first charter was granted to the Northern Pacific Railroad about the year 1864, together with a land grant, but without authority to issue bonds or mortgages. As an argument with Congress, it was to be built on the subscription to stock. When their bill was before Congress, it was proposed that the people of Oregon have a land grant for a railroad from Salt Lake to Portland; but to negative this, the Northern Pacific agreed to, and did add a branch to Portland. The main line was to run near the northern boundary of the United States, across the Cascade Mountains, and the Branch, down the Columbia to Portland. After several failures, in 1870, the company having conceived the idea of antagonizing Portland and her trade, got a bill before Congress for an extension. Or, rather, it was a joint resolution. It was an unparalleled ambiguity and deception. It provided that the main line be transferred to run via the Columbia Valley to Puget Sound, and the Branch, across the Cascade Mountains to Puget Sound. In a joint resolution of the year previous, Congress granted an extension of the branch and the right of way for it from Portland to Puget Sound, but positively and expressly refused the right to issue bonds or mortgage. Now, by this joint resolution of 1870, the main line being authorized to run via the Valley of the Columbia, it was to be noted that this valley was on both sides of the river, and the road could therefore be legally located on either side. Instead, therefore, of its taking the place of the branch, on the south side to Portland, as Congress and our Congressmen supposed it was to be located, after surveying everywhere, and on both sides of the river, it was located on the north side of the river, ignoring Portland and the branch line it was intended to embrace.

As soon as the joint resolution was published, before any survey was made, Col. Chapman informed the citizens of Portland that it was the intention to locate the road north of the river and leave Portland out, so that Portland would lose not only the original branch granted expressly to and for Portland, but also the main line intended by Congress to take its place. The people were incredulous. In 1871, Col. Chapman being in attendance upon the Supreme Court of the United States, procured from the commissioner of the general land office a copy of the map of the location of the road on the north side of the river, attested by the commissioner's own signature.

This great wrong to the people of Portland and Oregon is the foundation of Col. Chapman's war upon the Northern Pacific Company from that day to the present. Not only so, but a fraudulent deprivation of Portland and Oregon of both the branch and main line, was a source of great wrong and inconvenience to the public, and has given rise to unending controversy.

But the wrong to Portland and Oregon was not the only one committed by authority of that ambiguous resolution. The United States was cheated out of millions of acres of public lands in this wise. First, the transfer of the main line by way of the

Columbia to Puget Sound, increased its length one hundred and forty miles on a line where Congress said in the joint resolution of 1869, there should be no land grant, bonds, or mortgage. The increased length of one hundred and forty miles, with a width of forty miles, equaled five thousand, six hundred sections, or three million five hundred and eighty-four thousand acres. But this is not all. The line from Portland to Wallula, two hundred and fourteen miles, upon this transfer from State to Territory, was increased by twenty sections per mile, or four thousand two hundred and eighty sections, two million seven hundred and thirty-nine thousand two hundred acres. Furthermore, the whole land grant of two hundred and fourteen miles between Portland and Wallula, has for many years been withheld from settlement.

To return to the subject of the road on the south side of the Columbia, between Portland and Wallula: After the land grant for this road was taken away from Portland by the joint resolution of 1870, the public being in great need of the road, from Portland up the Columbia River, some of the citizens of Portland, including Col. Chapman in the number, inaugurated measures for the construction of a road from Portland to Salt Lake. Part of the line was surveyed, and at times the prospects were very favorable. On one occasion, when their bill in the house was progressing under favorable circumstances, the Credit Mobilier broke out and crushed all railroad bills. There were several contests with the Northern Pacific Company after they had taken from Portland the branch grant under pretense of giving them the main line, and then taking the main line also.

The most noted and telling of these contests was one late in the seventies, when Col. Chapman, in one of his unceasing efforts for the promotion of the interests of Oregon and Portland, prepared, and had introduced in the United States Senate, a bill in aid of the Portland, Dalles and Salt Lake Railroad. At this date such had become the opposition to further land grants to railroads that an original grant was impossible. This bill, therefore, provided for the construction of the Portland and Salt Lake roads upon the Columbia, as a common road for the Northern Pacific and Salt Lake line, to be built as a common road with the land grant then tied up idle on the north side of the river. It further provided that the Northern Pacific should build this common road, but if they failed to commence the road at Portland within ninety days, and to prosecute the work diligently, the Salt Lake company, or any other company building that line, might build it, but it should, nevertheless, be a common road for both. There were provisions for the construction of the Salt Lake road after leaving the Columbia River. The bill was referred to the railroad committee of the Senate. Col. Chapman having drawn the bill appeared alone in its behalf, while the great attorneys and others appeared for the Northern Pacific in opposition to the bill. On behalf of the Northern Pacific the point was made that their road was only constructed to Bismarck, and they could not construct a road on the Columbia River until they should reach Ainsworth, or Snake River. Still they could assign no reason why another company should not build the road on the Columbia, if when built it was to be a common road for both the Northern Pacific and Salt Lake lines. The propositions of the bill were so fair that the committee reported it to the Senate and recommended its passage.

Shortly after, an article appeared in a morning paper of Washington City, stating that all differences between the Oregon people and the Northern Pacific were settled,

and the bill was to be re-committed to the Senate Committee, and be amended to suit the Northern Pacific Railroad Company. This was wholly new to Col. Chapman, who was thus referred to as the "Oregon People," and he sought to appear before the committee in opposition to the new arrangement, but was refused. The bill in the interest of the Northern Pacific was reported back to the Senate, and Chapman sent to the Senate a written protest against the bill as amended. This protest was sent to the printer without being read, and the bill was taken up and passed in its absence. This was one of the most extraordinary and unjustifiable transactions, taken all in all, known among men having any claim to honesty and fair dealing. But the fraud was not complete until the bill should pass the House of Representatives, to which it was then sent and placed on the Speaker's table.

It would be supposed that under the circumstances Col. Chapman would have submitted to the result and abandoned the contest, but not so. Far-seeing, full of energy, foresight and feeling that the interests of Portland and Oregon were at stake, he never lost sight of his object. He never was out of the House of Representatives one minute while the bill was pending.

The Speaker took up the bill to refer it to a committee, knowing that Chapman could meet it in open house. A certain man objected, and it went back on the table. Chapman concluded that it was the intention of this man when it would be his turn and in order, to move to suspend the rules, and pass the bill without debate. He ascertained from the Speaker's list of members to be recognized to move to suspend the rules, where this man stood, and when he would be reached, and then wrote a scathing review of the bill, and had a sufficient number for all the members printed and sealed up, and purchased a sufficient number of envelopes, not failing to be in his seat every moment the House was in session. In the evening previous to the day when by Chapman's calculation this man of the Northern Pacific would move to pass the bill under a suspension of the rules, Chapman invited the vice-president of the Northern Pacific to his room in the hotel where both lodged, to effect compromises, but the vice-president was so confident of success that he would consent to nothing. After he left, Chapman put the printed articles into the envelopes all ready for the next day. Next morning with his documents in hand he visited the House and just as the House was about to meet, when too late for consultation, he placed prominently in view upon each member's desk a sealed envelope containing one of these printed reviews, on the theory that the member would want to see what was inside first. The letter was scarcely read, the House was in business order, and, as calculated, the Northern Pacific man was on his feet talking loudly in a firm voice, "Mr. Speaker, I move to suspend the rules and pass the Northern Pacific Railroad bill."

It required a two-thirds vote to suspend the rules and pass the bill. The vote was taken, and instead of a two-thirds vote for it, there were two-thirds against it, and the bill was lost. Chapman, solitary and alone, against the officers, attorneys, and lobbyists, came out victorious, and Portland still held the fort. After the battle a courteous recognition took place between Colonel Chapman and Mr. Wright, president of the Northern Pacific. After the vote was announced, Chapman went out at the front door of the hall and started away, but advancing a few steps, for some reason turned back, when Mr. Wright came out of the hall door facing him and advancing with an outstretched arm and the sorrowing words, "O, Colonel, how could you have hit us such a slap over the face?" To which Chapman replied, "All is fair in war."

The result of this victory was that the Northern Pacific was deprived of obtaining and holding the right of way and control on the south or Portland side of the Columbia, until their road, then completed to Bismarck, should reach Snake River, when without building on the south side they would by the branch which they transferred to Portland, build across the Cascade Mountains to Tacoma, still holding the right of way and the land grant unbuilt upon, exactly as they have done with the main line on the north side of the river. It was foresight of such intention and action by the Northern Pacific Company, that induced Colonel Chapman to insert in his Senate bill that was re-committed, the provision that the Northern Pacific company might build the common road on the south side of the Columbia, if they "would begin within ninety days and prosecute the work diligently; otherwise, the Salt Lake Company might build it."

Another important result of this signal victory was that the way was left open and straightway seized upon, and the road was built by the Oregon Railway and Navigation Company.

During his long career of public life and private enterprise, Col. Chapman enjoyed the comfort, pleasure, encouragement and assistance of a wife, who was "a very help indeed." Her life was one of the utmost fidelity to every sentiment of duty, through all the trials and privations of frontier life, and of pioneering in a new world; she was a faithful companion, a hospitable neighbor and a loving wife and mother. Mrs. Chapman lived for upwards of twenty-seven years at her home in Portland, where she died in 1889, in the seventy-fourth year of her age.

Of the eleven children of Colonel and Mrs. Chapman, six are living. The venerable father still resides at his old homestead, which is part of the original "Portland Townsite," and of the portion of his own and Mrs. Chapman's donation land claim, which was set off to her by the United States Government. His mental vigor has never failed him, and although an attack of paralysis, resulting from over exertion in preparing for and conducting an important land case, in November, 1888, rendered his right limbs almost useless; he otherwise has good health and is gradually recovering the use of his limbs, notwithstanding he is now in the eighty-second year of his age.

This record shows that the life of Col. Chapman, has been throughout, the life of an active, useful, far-seeing and courageous man. It has been a life spent largely for public purposes, and its fruits through all time will remain no small part of the heritage of the people of the Northwest.

CORBETT, HENRY W. The writer who seeks to portray the life and advancement of a people—no matter how far he may be under the control of theories pointing otherwise—must at last come to the individual and seek his best material in the lives and records of those by whom the works he would describe have been performed. Thus biography becomes not merely a side light to history, but the very essence and vitality of history itself. In the story of the man of affairs you tell that of his times as well. Viewed thus, it does not need be said that the true story of Portland cannot be told as we have tried to tell it in these pages without proper reference to the men whose varied lines of effort have touched almost every material interest of the city as well as many reaching far beyond its boundaries.

Conspicuous among the men who have influenced the current of public events, who have shaped the destiny and made the city of Portland the commercial and financial metropolis of Oregon, is Henry Winslow Corbett. During forty years he has been an important factor in the development which has been steadily going on in the Pacific Northwest, and it is but simple justice that a faithful record of the part he has borne in this great work should be preserved as an example for the guidance and emulation of coming generations.

He was born at Westborough, Massachusetts, February 18, 1827, and is the youngest son in a family of eight—six of whom reached maturity. His parents were Elijah and Melinda (Forbush) Corbett. His ancestors, who settled in Massachusetts in the seventeenth century, were Normans, and traced their descent from Roger Corbett, who was a military leader under William I, in the conquest of England, gaining distinction and lands for the part he bore in the struggle. William, the eldest son of Roger, was seated at Wottesborough, while his second son, Sir Robert Corbett, had for his inheritance the castle and estate of Caus, with a large part of his father's domain. The latter's son, also named Robert, accompanied Richard I to the siege of Acre, bearing on his coat of arms two ravens, which have since been the crest of his descendants.

It is not the purpose to trace in this sketch the genealogy of the family from its ancient source. Suffice it to say that many achieved distinction in politics, the church and in the learned professions, while one of the descendants on the maternal side is a member of Parliament at the present time. The Corbetts in America are lineal descendants of this ancient and honorable family, as the family record at Mendon, Massachusetts, clearly indicates.

The father of Henry Winslow Corbett was a mechanic, and at Westborough established the first edged-tool manufactory in that part of Massachusetts. He subsequently removed to Washington county, N. Y., where he continued his manufacturing business until forced to abandon it on account of failing health. He then settled in Cambridge, in the same county, and engaged in the hotel business and farming until his death in 1845. He was a man of progressive ideas and possessed much mechanical ingenuity. Both he and his wife were consistent Christians and by precept and example exerted a most wholesome influence upon the lives and characters of their children.

The boyhood of the subject of this sketch was passed in Washington county, N. Y., where, until he reached the age of thirteen years, he received an ordinary common school education. At the age named he commenced his business career in a store at Cambridge, where he remained two years and during that time attended the Cambridge Academy. He then returned home and after a short term at school, secured a clerkship in a store at Salem, the county seat. At the end of a year he went to New York city, and secured a clerkship in the dry goods store of Williams, Bradford & Co., serving seven years in that business. During this period he became firmly established in the confidence of his employers, and in October, 1850, they furnished him the necessary capital to ship a general line of merchandise to Portland, Oregon, by way of Cape Horn on the bark *Francis and Louise*. He arrived in Portland, March 4, 1851. At this time the embryo city of Portland contained about 400 inhabitants and five small stores; stumps of trees were standing on Front street and back of First street stood the virgin forest. He secured the rental of a frame building

Henry Winslow Corbett
born Feb 18, 1827
Westborough, Mass.
died Oct 10, 1891
Portland, Ore.

then not fully completed, on the corner of Front and Oak streets, at the rate of \$125 per month. He removed his goods to the second story of this building before it was completed, his customers being obliged to ascend a flight of stairs. "At night," said Mr. Corbett to the writer, "I slept in the store and when I was ready to retire I pulled the stairs up after me." It was amid these rude surroundings that Mr. Corbett began his business career on the Pacific Coast. He applied himself to his work with all the zeal and earnestness which have ever characterized him and within fourteen months disposed of his entire stock of goods, the net profit of his venture amounting to the sum of \$20,000 with which he returned to New York, but before leaving he became associated with Robert and Finley McLaren, who were to continue the business in Portland. He remained in New York one year and during this time continued to ship goods to his partners in Portland. He then determined to make Portland his home, and some months after his return dissolved with his partners and established the business in his own name. He continued to do a general merchandise business until 1860, when he changed to a wholesale hardware business. In 1871 he consolidated with Henry Failing and established the firm of Corbett, Failing & Co., which has since occupied the first place among the mercantile houses of the Pacific Northwest. Mr. Corbett's mercantile operations, great and successful as they have been, represent but feebly his capabilities and achievements in the business world. As soon as he had gained a fair financial start in his adopted home, he began to take a prominent part in those enterprises which he saw were needed to develop the resources of the country. He first turned his attention towards the improvement of transportation facilities on the rivers, becoming interested in steamboating. He was also among the first to advocate the building of the Northern Pacific Railroad, and while in the Senate, labored zealously for the project, although he had no personal interest to subserve in so doing. After the failure of Jay Cooke, to carry the undertaking through, he assisted in the re-organization of the company by taking a pecuniary interest in the enterprise, and from that time until its completion, was one of its most active promoters. In the winter of 1865-6, Mr. Corbett secured the government contract to carry the mail between San Francisco and Oregon. The line, some 640 miles in length, he stocked with four-horse stages, and successfully continued the business until his election to the United States Senate, when he relinquished his contract, believing his relation to the business incompatible with his duties as a public servant.

In 1869, with Henry Failing, Mr. Corbett purchased a controlling interest in the First National Bank, of Portland, which had been established four years previously. Its business, however, was then very limited, its deposits amounting to about \$40,000. Under the new management, it has steadily grown in magnitude until at the present time it is at the very head of the financial institutions of the Northwest, with deposits aggregating over \$3,000,000, and capital and surplus over \$1,000,000. It is the oldest and strongest National Bank in the Pacific Northwest. Henry Failing has been president ever since they took control, and since his retirement from the Senate, Mr. Corbett has been vice-president.

Numerous are the other business enterprises which have and are still receiving substantial encouragement and pecuniary assistance from Mr. Corbett. He is a director of the Oregon Railway & Navigation Company, and has always cast his influence in behalf of liberal measures in its management, and to secure the lowest

rates of transportation possible with good and quick service. <He is also largely interested in the Portland Rope Works, Oregon Linseed Oil Works, Street Railway, Oregon Transfer Company and the Oregon Fire & Marine Insurance Company, being vice-president of the last named company. At present he is president of the company which has completed the erection of a magnificent hotel in Portland, only second in size to the Palace Hotel, of San Francisco. He was largely instrumental in the organization of the Portland Board of Trade, and for several years was its president.> In all the important measures this body has materially assisted in bringing about pertaining to the commercial and transportation interests of the State, Mr. Corbett has been foremost by his counsel and hearty co-operation. He has also been prominently connected with the Board of Immigration, which has already done much for this section of the Union. <He is a large owner of real estate in Portland and has erected some of the finest business blocks in the city.>

In private enterprises, which have promised to advance the prosperity of the city or to promote the moral and intellectual good of his fellow citizens, Mr. Corbett has responded readily and wisely. His name heads every subscription list to worthy objects. He gave \$20,000 towards the erection of the Presbyterian Church; made a liberal endowment for the Children's Home, a most successful institution; contributes largely to the Young Men's Christian Association, the Boys and Girls Aid Society and Sailors' Home; in fact to everything he gives, and so quietly and so modestly that half of his benefactions are not suspected. He seeks opportunity to do good and to be helpful to his fellow citizens and his city. <He was reared in the Presbyterian doctrine and for many years has been a consistent member of this denomination, but his sympathy and substantial encouragement go out to all agencies, irrespective of religion or creed, which tend to ameliorate suffering and to improve mankind.> In politics Mr. Corbett was originally a whig and a devoted follower of Henry Clay. Upon the formation of the Republican party in Oregon he became one of its leaders and as chairman of the State Central Committee he did valiant service in securing the ascendancy of his party in Oregon, and at the convention held in 1860 he and Leander Holmes were elected delegates to the Chicago convention which nominated Abraham Lincoln for the presidency. They were unable to reach the convention in time and Horace Greely represented Oregon by proxies from Mr. Corbett and Mr. Holmes and the two votes, Mr. Greely was thus enabled to cast for Lincoln, backed by his powerful influence, had a most potent effect, if it did not really determine the result in favor of the then comparatively little known statesman who was destined to play such a grand and heroic part in our national history.

Mr. Corbett early foresaw, with the drift of events which preceded and followed the election of Mr. Lincoln, that war between the North and South was inevitable, and from the first intimation of the approaching struggle he became an uncompromising Union man. As soon as the South decided to withdraw from the Union he realized the danger of delay, and shortly after Mr. Lincoln's inauguration, while in New York City and conversing with Horace Greely, whose idea originally was to "let our erring sisters depart in peace;" he boldly said: "It is my conviction that the war should be prosecuted with the utmost vigor to coerce the States that have placed themselves in open hostility to the government." This will serve to show the breadth of his views and the keenness of his insight into the requirements of the emergency of the times. Upon his return to Oregon he put forth every effort to induce all loyal men to

combine against the heresy of secession, and as chairman of the Republican State Central Committee strongly advocated the union of the Republican and Douglas or war Democrats. This was, in great measure, successful, and at a union convention held in Eugene City, April 9, 1862, he was strongly solicited to become the candidate for governor, but having no personal ambition in this direction he declined the honor and A. C. Gibbs was selected. So well managed was the campaign that followed that Mr. Gibbs was elected by a majority of 5,000 votes whereas the usual Democratic majority had been 2,500.

While Mr. Corbett continued to take a most active and influential part in maintaining the ascendancy of his party during the war period, he was actuated by no personal ambition. He believed the maintenance of the principles and purposes of the party was essential to the preservation of the Union, and his labors were prompted by purely patriotic motives. He never sought or had any special desire for official position, but in 1866, when some of the Republican members of the legislature, who recognized his unselfish labors in behalf of the organization of the party, asked the privilege of using his name as a candidate for United States Senator, in case they were unable to agree upon any of the candidates who had already entered the field, he consented, but under the provision that his name was not to be brought forward if it should create discord in the party. After several unsuccessful ballots, when it seemed impossible to secure harmonious action on any candidate, a majority of the Republicans signed an agreement to support Mr. Corbett; informed him of their intention and asked permission to present his name. He then went to Salem, but ascertaining that some of the other candidates were dissatisfied with the proposed settlement of the election, he notified his friends he would not enter the race unless perfect harmony could be secured. But while on his return to Portland he was notified of his election as successor to Hon. J. W. Nesmith.

He entered upon the discharge of the responsible duties of his position in March, 1867. It was at a period when all of the financial heresies which followed the conclusion of the war confronted the nation, and when the vexed questions which arose from the restoration to the Union of the seceding States were still unsettled. On the floor of the Senate he had to contend with some of the most experienced and wisest legislators, several of whom are still conspicuous in national affairs. Equally a stranger to the Senate and to the laws and usages of deliberate bodies, he applied himself to his senatorial labors with characteristic fidelity and by his votes and speeches made a record which in the light of subsequent events fully demonstrated the wisdom of his course. His thorough practical knowledge of financial affairs permitted him to clearly understand and expose the financial heresies of the period, and to this important branch of national legislation he addressed himself with all the force and power of his nature. His arguments on the resumption of specie payment, funding of the national debt at a lower rate of interest and longer time, and his determined opposition to all plans that savored in the least of bad faith or repudiations, have proven his judgment correct in every particular, not only according to the logic of morals but on the ground of expediency as well.

Mr. Corbett's first speech on national finances was delivered December 13, 1867, in support of his bill to substitute gold notes for legal tender notes, and to facilitate the resumption of specie payments. He strongly condemned the continuance of a system of irredeemable paper money and showed that the productive

industry and commerce of the country were crippled by the artificial, delusive and fickle valuation which such a system occasioned. He declared that a well regulated business basis could not be reached until a return was made as soon and as prudently as possible to a specie basis. He proposed to reach this result by a gradual substitution of gold notes for the then existing legal tenders. In the course of his speech Mr. Corbett said:

"If we would build our foundation strong and permanent we must commence to clear away the rubbish, remove the shifting sands, and dig until we strike the bed rock of specie. Build upon that rock, issue your paper currency upon that, let it be little or much, so that the people can see that there is a paper currency that will draw gold whenever presented. This will be something; it will be a commencement. Putting off the day only makes our destruction the more sure. How easy it is to quiet the clamor of drunken men if you will only listen to their entreaties for more poison! Is that any reason why we should give it them, when we know it is slowly but the more surely leading them on to destruction? Sir, the nation is intoxicated! Shall we continue to give them financial poison or say stop until they return to reason?

"In what do we pay the balance against us? It is paid in gold or United States stocks. What will be the result when the gold and United States stocks are all exhausted? Can we then resume specie payment? I think not. As a war measure the Government had a right to issue its notes, and make them temporarily legal tender for the purposes of carrying on the war; but it cannot be with truth assumed that it was the intention of the Government to substitute this species of currency so as to supercede entirely an international currency, a currency so long recognized by our own country, and the only kind of currency regarded as money by the other great commercial nations with whom we deal. If it had been so contemplated Congress would not have made a distinction in the currency by making the duties on imports payable in gold. It was only intended as a measure of temporary necessity, and it was undoubtedly the intention of the Government to return to specie at the earliest practicable moment. While the present state of depreciated currency exists, none but unsound, unwise, and venturesome traders will invest their money in the products of the country for the purpose of export, with the prospect of finding when they return to our market that what they have brought in return will not bring them as much in gold as the cargo with which they started, in consequence of the depreciation of our currency. Therefore it is a great hinderance and drawback to the increase of our commercial and shipping interests. This legal-tender currency acts, with the consequent cost of exchanging gold for legal tenders and legal tenders for gold, as a protective tariff to foreign countries. It enhances the price of every kind of product to such an extent as almost to preclude our competition with them.

"To expect a continued expansion until every private speculator disposes of his stock, and until every one disposes of his goods on hand that have cost him too high in consequence of a depreciated currency, would be simply ruinous. Each imagines he is losing money. The whole trouble lies in the fact that he has estimated legal-tender notes as money, whereas they are only a promise to pay at a convenient season, and when he sells those for real money, gold, he finds the legal-tender stock on hand, like his other notes and accounts, will not bring dollar for dollar, and that he must look to his large profits incidental to an inflated currency to supply the deficiency, as he does to his profits on goods to meet his losses on bad accounts.

"The stringency of the times compared with the time when there was a much larger amount of currency in circulation must be attributed to some extent to a transition from an inflated to a sound gold basis, and to a greater extent to the speculation and over-trading of the community incident to the plethoric currency that has existed for the few years past. Previous to the war we were not able to prevent this over-trading and the results that ensued; neither can we do it now unless we continue to blow up the bubble of our currency and expand it to suit popular clamor, and if we do so it is only a question of time how long it will float, or how soon it will burst and fall to the ground. Therefore, I appeal to your good judgment to

look beyond the present, look to the future, to the permanent and abiding prosperity of this great and powerful nation. Let not other nations sap the foundation from beneath our feet while we sleep in fancied security upon our beds of greenbacks."

Perhaps Mr. Corbett's ablest speech was delivered on the Funding Bill, February 11, 1869, when in rising to give notice that he would offer an amendment to the bill making the bonds in question, redeemable in coin after twenty years instead of ten, he turned his attention to the statement of Senator Sherman, of Ohio, who said that for one, he would vote to pay off the five-twenty bonds in legal-tender, "providing the holders do not see fit to exchange their securities for bonds bearing one per cent. less interest than those now held by them." On this point, Mr. Corbett said:

"With such a proposition I cannot agree. The solemn obligations resting upon me as a Senator and the solemn obligation resting upon the Government in this crisis of our financial struggle forbid. A struggle, I say, because it is a struggle with ourselves whether we will pay our bonds, as they mature, in dollars or with our irredeemable notes, made a legal tender under the pressure of war, and, as a war measure, to be redeemed with gold at the close of the war or funded into United States bonds bearing interest that should be equivalent to gold. Why did you pay seven and three tenths per cent. interest if you considered the principal payable in currency? Why not have made your interest six per cent.? For the very reason that you regarded the principal and intended making the principal payable in coin, and you paid the one and three tenths interest over and above the six per cent. to make it equivalent to coin interest upon a debt, to be funded into a six per cent. bond, redeemable after five years, providing you should have resumed specie payment; otherwise, to run until you could redeem them any time during the fifteen years next succeeding. It was doubtless thought that after the five years we could negotiate a loan upon more favorable terms, and we doubtless can negotiate such a loan, providing that we will make the loan payable in forty years and redeemable at the pleasure of the Government, after twenty years. The longer the loan the more popular, providing it is with a Government that has always observed its obligations without quibble or question.

"It is not for the present that I speak, but it is that great, grand, and glorious future that I see for my country looming up before me, powerful and mighty as she is to be, destined to withstand, as one day she will, all the governments of the crowned heads of Europe, if occasion requires. I would lay our credit deep and broad, not for one century, but for a hundred centuries. Let us not look too much to our puny selves. We need only look back a hundred years to the march of events, when an American drew the lightning from heaven to see if it could be made subservient to man. Another American takes it up and teaches it to speak, and it is heard a thousand miles distant over distant portions of our country. Another American takes it up and stretches his electric wires through the vast ocean for thousands of miles, and he makes it talk to all Europe. Need I recall to mind the revolution caused by Fulton, another American, in adapting steam to the propelling power upon the Hudson. Look at your floating palaces upon our rivers; your steamships on the Atlantic; and that magnificent line of ships upon the Pacific and China seas; and yet it is only three-score years. Look at your perfect network of railroads East and West, and all this has been accomplished in a little over thirty years. Therefore let us keep our armor bright and our credit untarnished and look to time, to the great future, as our remedy for this burden. To say that we cannot pay the interest on this debt is folly; there is no such sentiment in the American heart; but, on the contrary, they are determined to do and accomplish what no other nation has the internal wealth and vigor to do. Many croakers said that we could not put down this rebellion; the people said, "We will try." All the people now ask is that you should try to pay the debt. As for myself, I never had a doubt that we could put down the rebellion. Neither have I a doubt but that we can pay this debt in dollars.

"Public credit should be, "like Cæsar's wife, above suspicion." What shall we gain by paying off these bonds in legal-tender notes, and where are we to get these notes? From the sale of the five per cent. United States bonds, when you declare that you

will pay these five-twenty bonds in legal-tender notes. What do you suppose you will get for your ten-forty five per cent. loan? What you make by dishonoring your six per cent. bonds, you will lose upon your five per cent. bonds. Do you suppose capitalists will invest in a five per cent. loan, that you can repudiate with as much reason as we can in honesty this six per cent. loan? What amount shall we save in interest per annum if you determine to force people to take the five per cent. in place of the six per cent? It is very easy to calculate it upon \$1,610,272,900. The five-twenty bonds, at one per cent., amounts to about sixteen millions. The question now arises, can we afford to sell our plighted faith for this sum? My proposition is to substitute a twenty-forty loan instead of a ten-forty loan. A long loan finds a much more ready sale than a short loan. I propose to give these five-twenty bondholders the privilege of exchanging their bonds for a long loan, bearing interest at five per cent., principal and interest payable in coin, and free from State, municipal, or local taxation. This is an equivalent to a tax upon their income of sixteen and two-thirds per cent. This is a large deduction.

"When we look to the future of this great Republic, embracing twenty-three degrees of longitude by fifty-seven degrees of latitude, with all variety of climate, producing the most delicate and delicious fruits of the South, with abundance of the more substantial productions of the temperate zone and the hardy productions of the North—when we contemplate this vast and varied country, its climate, its production for the sustenance, comfort and luxury of man, the vast resources of all its varied hidden riches of the earth, composing metals for all the most substantial and useful arts of life, with all the most precious metals to tempt the cupidity of man; test the bowels of the earth, it sends forth its fatness in living streams of oil like the perennial fountain; add to these our beds of coal, our forests of timber, our mountains of iron, where is its equal? Have we the capacity to make them useful—who doubts it? With all the thousands of inventors, combining the greatest inventive genius of the world, we can outstrip all other nations combined. A population from every land and nation under the sun, a land now happily free from the oppressor's rod, to be rebuilt upon a firm and enduring foundation made sacred and cemented by the blood of a million of our noblest sons.

"Therefore, let us not crown this temple, hewn by the sweat of so many brows, reared by the blood of so many brave lads, with the capstone of repudiation. Let us do nothing as a great and noble and suffering people that shall detract from the honor of those that lie silent and cold in their blood-bought graves, with naught but their country's banner over them. To me, Mr. President, my duty is plain; my duty to the men that came forward to supply our suffering army, to succor our noble boys, in the days of the national darkness and despair, and to the capitalists of Germany, of Frankfort, who took our securities, and spewed out the rebel bonds, and gave to us money, the sinew of war, to assist us in maintaining the life of the nation. I need not the example of other nations to tell me what is right between man and man or between nation and nation; it needs not the shrewd argument of a lawyer to tell me what is due to my creditor—if there is any one thing that I regard more sacred in life, after my duty to my God, it is to fulfill all my engagements, both written and implied, and nothing shall drive me from this position."

The above will give a fair idea of Mr. Corbett's power of reasoning. Space forbids our following in detail the determined stand he took against all measures which seemed to savor of bad faith or repudiation of any of the financial obligations the government had incurred to carry on the war. In his many speeches in behalf of sustaining the national credit he displayed unusual powers of statement and of close logical argument, and no mere extracts can do them justice. They are recorded in the archives of the national government and history has already proved the soundness and wisdom of the views they contain. Most of the great financial ideas he advocated have been adopted, and to-day our four per cent. government bonds have sold for higher prices than the British three per cent consols, and are considered the best security in the world.

While Mr. Corbett gave much of his time and attention to grave national questions he was by no means unmindful of the needs of the State he represented. When he took his seat, the ocean mail service between Portland and San Francisco had been discontinued. Through his efforts this was speedily restored. Among other local measures which especially received his attention and were carried out, were the removal of obstruction to navigation in the Willamette River, the erection of light houses along the coast and the location of fog whistles and buoys to mark the channel of the navigable streams; an additional customs district with port of entry and bonded warehouse was established; large addition was made to the appropriations to survey the public lands in Oregon; the headquarters of the Military Department of the Columbia were removed from Washington Territory to Oregon, and an appropriation was secured to erect the Post Office building at Portland. The opening up of new lines of communication and securing greater facilities in the use of old ones were matters of constant thought and care and received all the advantages which his personal influence and extensive commercial experience commanded.

Near the close of his senatorial term an ovation was tendered to Mr. Corbett at his home in Portland by his fellow citizens and in the address of welcome his political career was reviewed as follows by the speaker of the occasion: "As citizens of Oregon and perhaps just now better situated than yourself to judge correctly of the sentiment prevailing throughout the State, we congratulate you upon having so prudently and effectually served the public that there are few, if any, whether members of the party that elected you, or of the opposition, who express dissatisfaction with your course. The Republicans say you have been true to the principles of the party and faithful to the pledges implied in receiving the office at their hands; the Democrats admit that you have been no ungenerous opponent; while both agree that your conduct on all occasions has been governed by considerations affecting the welfare of our common country, and not by those of party expediency or personal advantage. Such indorsement and approbation by an intelligent people is high praise in these times of corruption in high places—in these times when it is almost expected that wealth, and social position, and commercial enterprise, and local power, and official patronage, will join in any unholy alliance and adopt any means, howsoever corrupt, that may appear necessary to bribe the weak and bruise the strong into lending their aid and countenance to the schemes of ambitious and selfish men for personal aggrandizement and private plunder." This was strong praise but richly deserved, and the historian who records the political period in which he so conspicuously figured will give him a high place among the statesman who left the impress of their work upon the destiny of the nation.

Mr. Corbett was married in February, 1853 to Miss Caroline E. Jagger, who died in 1865, leaving him two sons, both born in Portland, the younger of whom, Hamilton F. Corbett, died a few years ago. The elder son, Henry J. Corbett, about thirty years of age, is assistant cashier of the First National Bank, and has inherited his father's tastes and aptitude for business. In 1867, Mr. Corbett was again married, to Miss Emma L. Ruggles, of Worcester, Massachusetts, a lady of rare character and mind, whose graces and social accomplishments are the best adornment of his home, and make it the center of a charmed and charming circle. Their Portland residence is one of the most attractive in a city noted for its elegant dwellings, while their summer home on the Columbia River, called the "Highlands," is a delightful retreat.

⟨In person, Mr. Corbett is six feet high, straight and spare in figure, but symmetrically formed.⟩ Cautious, cool-headed and decided, he is not an inviting mark for the wiles of the schemer or imposter, but he is thoroughly approachable, respectful and considerate toward those whom he meets, and utterly lacking either in the arrogance of small greatness, or in the still more objectionable truckling and assumed *bonhomie* of the small politician. He is thoroughly dignified, and yet his manners are so unassumingly easy that one hardly notices them. Indeed he is a fine type of that well approved manhood in which courtesy, kindness, dignity, culture, honor and charity are most happily blended. To these excellences can be added unswerving integrity, honesty of purpose, purity of thought and act, and those crowning virtues born of an ever present and controlling moral sentiment. His career shows what can be accomplished by steady and quiet energy, directed by sound judgment and high purpose. His name has been associated with numberless successful enterprises, but not one failure, and he is justly entitled to a foremost place among those who have created, established and maintained the commercial and industrial supremacy of Portland.

DEADY, MATTHEW P. Any work professing to describe the representative men of the Pacific Coast would be very incomplete which failed to present a sketch of the life and labors of the distinguished jurist whose name stands at the head of this article. Coming to Oregon in the flower of his early manhood, he has grown with the growth of his adopted State, and strengthened with her strength. His hand and mind are everywhere seen in her constitution, her laws and her polity. Her material advancement has been greatly promoted by his efforts, and his name will ever remain indelibly impressed upon her history.

Judge Deady was born near Easton, in Talbot County, Maryland, on May 12, 1824. His parents were substantial and respectable people, his father being a teacher by profession. In 1828, the family removed to Wheeling, Virginia, where the father was employed as principal of the Lancasterian Academy for some years. In 1834 the mother died on her way back to Wheeling from Baltimore, where the family had gone on a visit to her father. In 1837 young Deady removed to Ohio with his father, and spent some years on a farm. He left the farm in 1841, and went to Barnesville, where for four years he wrought at the anvil and attended the then somewhat famous Barnesville Academy, working as well at the forge of thought as that of matter, hammering and shaping to his mind the ores of knowledge, found in the mine of good books. Having completed his apprenticeship, he listened to the promptings of a laudable ambition and determined to read law, a profession that reserves its rewards and honors for those alone who combine great mental power with severe application. Supporting himself by teaching school, he began the study of law in 1845, with the Hon. William Kennon, of St. Clairsville, Ohio, since on the Supreme Bench of the State, and now deceased. In October, 1847, he was admitted to the Supreme Court of the State, and commenced practice in St. Clairsville.

He crossed the plains to Oregon in the year 1849. Here he supported himself during the winter by teaching, and in the spring of 1850, commenced the practice of his profession, and soon became a man of mark in the community. Such was the confidence he inspired that he was chosen from Yamhill County at the June election

in 1850, to the lower house of the Territorial Legislature, in which he was an active and leading member during the session of 1850. In 1851, after a severe contest, he was elected a member of the Territorial Council, from the same county, over David Logan, and served as chairman of the Judiciary Committee of that body, in the session of 1851-2, and as presiding officer during the special session of July, 1852, and the regular one of 1852-3.

At this early period of his career he had already won his spurs, and was generally recognized as one of the leading men of the country, both at the Bar and in the Legislature. He was strongly urged in the spring of 1853, as a candidate for Delegate to Congress, but received the appointment of Associate Justice of the Supreme Court of the Territory, which he accepted and held by subsequent reappointment, until the admission of the State to the Union in February 14, 1859. Soon after his appointment, he removed to the Southern District, then comprising the country south of the Calapooia Mountains, and settled in the Valley of the Umpqua upon a farm, where still may be seen the fruitful orchards and vines planted and trained by his own hands during the intervals of judicial labor. Whilst occupying this position, he was elected from Douglas County one of the Delegates to the Constitutional Convention, that met at Salem in 1857, and formed the present Constitution of the State. Of this body he was chosen president and took an active and influential part in its deliberations and conclusions. In a brief sketch of Judge Deady, written by the present editor of the *Oregonian*, it is said, in allusion to the part borne by Judge Deady in the framing of this Constitution: "Many parts of the instrument were either suggested by him or modified by his hand. He procured the insertion of the clause in relation to suffrage, which requires persons of foreign birth to declare their intention to become citizens at least one year before they are allowed to vote;—a measure which is necessary in every State to insure the purity of elections. Others wished to allow the privilege of suffrage to every person of foreign birth who had been six months in the State, immediately upon his declaration to become a citizen; a policy which opens a wide door for fraud, as it offers an inducement to persons to declare their intention to assume citizenship for the special purpose of voting, and puts it in the power of politicians to make use of them on special occasions to exercise an undue influence in elections. By his efforts, also, the official terms of Justices of the Supreme Court were made six years instead of four. In the convention, there were those who advocated annual sessions of the Legislature and the election of the Governor and officers of the Administrative Department every two years. Judge Deady advocated biennial sessions of the Legislature and official tenures for these officers of four years' duration, and his views were adopted. He was an earnest advocate of those provisions of the Constitution which secure the State against the creation of large indebtedness, prevent the Legislature from lending the credit of the State to any corporation, and prohibit counties, cities and towns from subscribing money to corporate bodies, or creating excessive liabilities. Experience has shown that for an infant State these are wholesome restrictions. He opposed those clauses of the Constitution which attempted to prevent the coming of Chinese and persons of African descent into the State, holding that such attempts to restrict intercourse were in conflict with the Constitution of the United States; and it is proper to add that time has fully sustained his position."

At the first election under this Constitution, Judge Deady was elected from the Southern District, without opposition, one of the Justices of the Supreme Court of the State; but being upon the admission of the State in 1859, also appointed Judge of the United States District Court for the State, he accepted the latter position, and removed to Portland in 1860, where he has ever since resided and sat in the District and Circuit Courts with marked industry, integrity and ability. In 1861-2 he prepared and reported to the Legislature of 1862 the present Code of Civil Procedure. It was adopted with two small amendments, and, with slight alterations, has constituted the Code of Civil Procedure for the State since it went into effect in May, 1863. At the request of the Legislature of 1862 he also prepared and reported to the Legislature of 1864, a Code of Criminal Procedure, including the definition of crimes and their punishments, which was passed at that session without amendment and which, substantially, is still in force. These codes will ever remain worthy monuments to the fame of their author. Wherever the common law has been changed or modified in these codes, it has been done in no iconoclastic spirit. Indeed, the reverence which Judge Deady entertains for its maxims and teachings is everywhere apparent, yet he has not permitted conservatism or tradition to stay the hand of improvement, or prevent the adoption of progressive ideas. In an able and instructive lecture entitled "Law and Lawyers," delivered before the Portland Law Association, December 6, 1866, Judge Deady proceeds to demonstrate that "what are supposed by many to be innovations upon the common law, in the modern codes of procedure, so far from being changes, are often only a return to the old way, after an exhaustive trial of experiments to the contrary," and concludes "that the modern codes of procedure, instead of superceding the common law, are, in a great measure, a return to it, and a re-establishment of its early and elementary principles." He adds: "True, the artificial distinctions between the forms of action at the common law have been abolished. On this account, much of the curious and fanciful learning of the books which treat of the practice at common law, have become useless. But these distinctions were the mere outgrowth, or, as the logicians say, separable accidents of the system—the professional fashion of the times, and the system itself is independent of them." In another part of the same lecture he advises his auditors not to remain satisfied with such a knowledge as may be gleaned from the modern codes and practice reports, but to turn their faces to the past and explore the fields of the common law." These and other quotations which we might add clearly show the spirit with which Judge Deady approached, and the objects he sought to fulfill in the preparation of these codes. The leaders of the bar appreciate these codes and speak well of their arrangement and provisions.

From his first coming to Oregon, Judge Deady has been an industrious worker in other departments than those pertaining to judicial and juridical affairs. During this period he has contributed many papers to the local and Californian press, replete with interesting facts concerning the early history and settlement of his adopted State. In the midst of his severe and constant judicial and juridical labors, Judge Deady has found time to discuss in the public press the current topics affecting his adopted State and his efforts in this direction have done much toward making the needs and resources of the State known abroad, and in directing emigration to its fruitful shores. He has ever been a devoted friend to education, and has spent much time and labor in the fostering care of institutions calculated for the culture and instruction of the

community. Chief among these is the Portland Library Association, of Portland, Oregon, an institution now containing about 17,000 volumes of historical, biographical, scientific, religious and miscellaneous works, and supplied with the leading periodicals and magazines of our own country and Europe. Of this association Judge Deady has been the president ever since the year 1868, and its present financial prosperity is largely due to his unremitting attention and care. The institution has now the handsome sums of \$25,000 and \$23,000 securely invested at interest; the first named amount constituting a book fund, and the latter a building fund. The accumulation of these funds is almost entirely due to the personal solicitation and efforts of Judge Deady. He is also the president of the Board of Regents of the University of Oregon, in which capacity he has contributed much to its elevation and usefulness. At the Annual Commencements of 1878 and 1879, Judge Deady delivered two addresses to the graduating classes of those years, which were by order of the Board of Regents published in pamphlet form.

But whilst the philanthropic and literary labors of Judge Deady justly entitle him to the respect and honor of the wise and good, his fame must rest upon his acumen as a jurist, coupled as it is with unswerving integrity, and great moral courage. To know the right is with him to do it, and no personal considerations of fear or favor will divert him from the conclusion to which his reason, his learning and his conscience conduct him. Besides giving a great number of oral opinions and decisions in the causes before him, Judge Deady has written carefully prepared opinions in more than 300 causes since his advent to the Bench, embracing law, equity, bankruptcy and admiralty causes, many of them involving mooted questions as to the proper construction of State and Federal Statutes, and of the Constitution. These decisions will be found recorded in the first volume of Oregon Reports, Deady's Reports and Sawyer's Reports from Vol. I to Vol. XII, and the Federal Reports inclusive. He has, indeed, not only paid the debt which it is said every lawyer owes to his profession, but has laid it under many obligations of respect and gratitude for the industry and legal acumen which have rendered much that was crooked straight, and shed light in many dark places.

In 1881, Judge Deady enjoyed a brief respite from his arduous labors. Accompanied by his wife, formerly Miss Lucy A. Henderson, a lady of culture and refinement, to whom he was married in June, 1852, he paid a visit to the Eastern States. In response to an invitation from the Law School at Washington, he delivered his lecture on "Law and Lawyers," and "Trial by Jury," which were highly spoken of by the leading newspapers, and well appreciated by the intelligent audiences before which they were delivered.

In his religious relations, Judge Deady is an Episcopalian, both he and his wife being communicants of Trinity Church, in which he is a vestryman of long standing. They occupy a high social position, which is due as much to natural, as acquired qualifications.

Judge Deady is quite six feet, two inches in height, with a form and figure duly proportioned. His eyes are blue and sparkle with good humor and intelligence. His hair, originally a wavy auburn, is now sprinkled with gray, setting off to advantage his large, well-poised head, and ruddy, clear complexion. The brow is broad and massive, particularly showing what, phrenologically speaking, are denominated the perceptive and reasoning faculties. On the Bench he is urbane and courteous,

but observes and requires that decorum which he regards as indispensable to the dignity of the Court and the orderly transaction of its business. In practice before him it is necessary to work, neither reputation or eloquence being sufficient to compensate for neglect or carelessness in the preparation or conduct of a case. To the young and inexperienced lawyer, just commencing the struggle of life, he is particularly kind and encouraging, and not a few who have achieved distinction during his time on the Bench, remember with gratitude the kind words which conveyed to others his recognition of the genius or ability displayed in their first efforts before him. He possesses in a pre-eminent degree the faculty of judicial analysis, and can select from the most complicated mass of facts, the point or circumstance on which the case must turn; and so clearly is the ground of his decision set forth in the opinion as often to evoke surprise, that any other view than the one expressed could ever have been entertained. A distinguished member of the Portland bar once said: "I have never known any one who, to a greater degree than Judge Deady, sought to honor his station by being inflexibly just, nor one who held the scales with a more impartial hand. If I were to characterize him by allusion to his predominant mental traits, I would say that above most men of my acquaintance, he is distinguished for what we may call mental intrepidity, and his chief ambition in the administration of his office, is to preserve inviolately spotless the ermine he wears." In conversation in the social circle, Judge Deady is correct, lively and entertaining, though in animated debate, he sometimes gives the impression that, like Dr. Johnson, he argues for victory. As a speaker, his merits are not generally known. His position on the bench has necessarily kept him from public discussion through which his ability in this field would have been universally made known. Those, however, who have met him in assemblages where mind was acting on mind, and wit and eloquence ruled the hour, remember with delight the graceful humor, elegant diction and forcible expression, which there characterized his impromptu utterances. In the lecture room he is always instructive, sound and entertaining, often giving direction to, and leading the public mind in new channels of investigation. Indeed, his lectures on "Law and Lawyers," "Trial by Jury," and "Towns and Cities," are not only excellent monographs on the subjects indicated by the titles, but abound with much original thought and curious learning. He is indeed a man of whom the State may be proud, and of whom it may well be said: "His aims are noble and his methods just." He has been a leader in public thought, an authority in law and legislation, and there are few instances in which a single mind has impressed itself so strongly upon the affairs of a State.


LOWNSDALE, DANIEL H., the son of one of the earliest settlers of Kentucky, was born in Mason county, in that State, April 8, 1803. As was the custom in those days, he was married young, at the age of 23, to Ruth, youngest daughter of Paul Overfield, Esq., the head of one of the most prominent families of northeastern Kentucky. In obedience to the adventuresome spirit inherited from his father, who had abandoned the comforts of civilization in his youth to become one of the conquerors of Kentucky, Lownsdale, with his young wife, "moved on" and settled in Gibson county, Indiana, which was then almost on the frontier. Here he had the misfortune to lose his wife, who died in 1830, leaving three children, one boy and

two girls. Soon after this, making suitable provision for his children, he went south, remaining for a time in Georgia, engaging in mercantile pursuits. His health failing, he accepted the advice of physicians, and embarked in 1842 on a voyage to Europe, and remained abroad visiting various countries until 1844. Returning to the United States in that year, he found the country excited over the Oregon question, and without parleying, joined one of those devoted bands that crossed two thousand miles of hostile Indian country, to settle our title by actual occupation. He arrived at the present site of Portland late in 1845, and appears to have realized the importance of the position, since he located a claim, (now the Amos N. King claim), joining that of Lovejoy and Pettygrove, and soon thereafter formed the desire to gain possession of the river front. The opportunity offered in 1848, when Mr. Lownsdale purchased the site of Portland from F. W. Pettygrove, for what then must have been considered the extravagant price of five thousand dollars. This enterprise, now having energy and foresight to steer it, began that advance which will never cease until some revolutionary invention shall change our methods of transportation, or man shall lose his gregarious disposition. With foresight that has been proven by events, he staked his fortune on the issue, that Portland was destined to become what she now is, the metropolis of a great commonwealth.

Mr. Lownsdale's policy as to Portland was quite different from that pursued by many town proprietors. When there were indications of growth in the embryo city, instead of putting up the price of property with a view to his own personal advantage he continued to offer property for sale at very reasonable prices and upon the most liberal terms—there being instances in which the only consideration required, was that the lots should be built upon. The consequence was that Portland soon outstripped all her rivals in population and business. Mr. Lownsdale was very unsuspicious and confiding in his nature. This was a fault "that leaned to virtue's side," but the result was that he was at times wronged by designing and unscrupulous persons. He was singularly free, however, from feelings of revenge and resentment, and accepted his disappointments with a cheerful resignation to the ups and downs of life.

He never doubted the ultimate ascendancy of Portland, and in this hope he lived and died. Resting in this faith, he looked constantly toward the main point, and to his energy Portland largely owes the victory she gained over numerous rivals, that seemed to have heavier backing and better chances. In the spring of 1849, Mr. Lownsdale, feeling the need of assistance in his enterprise, disposed of a half interest in the Portland claim to Mr. Stephen Coffin, then a resident of Oregon City; and in December of that year the two disposed of an interest to Col. W. W. Chapman. Being a man of great energy and nerve, he was not dismayed by obstacles, but kept his ends steadily in view, and surmounted them. As a reward for his faith he lived to see Portland's supremacy acknowledged by all, and to see Oregon on the road to that degree of prosperity that he had predicted for her.

In 1850, he was married to Mrs. Nancy Gillihan, widow of Wm. Gillihan, deceased. By this second marriage he had but two children, one son, M. O. Lownsdale, and one daughter, Mrs. Ruth A. Hoyt, now a resident of Columbia county. Of the children of his first wife, only one, J. P. O. Lownsdale, Esq., of Portland, now survives.



Mr. Lownsdale occupied several public positions, having been U. S. postal agent, for Oregon, during the administration of Fillmore, and representing his county in the legislature. He was always known as a public spirited citizen, ever ready to forward any enterprise that promised good to the city or State and always ready to lend a helping hand to those in distress, as many early immigrants who arrived in destitute circumstances can testify. In the Indian wars of 1848 and '55-'56, he bore his part, serving in the latter with the regiment of Col. Cornelius, in the capacity of regimental quartermaster, and performing his very difficult duties to the satisfaction of his superiors. He died May 4th, 1862, and is buried in Lone Fir cemetery, near Portland. A neat monument marks his last resting place.

STRONG, WILLIAM. The name of William Strong is thoroughly associated with the judicature both of Oregon and Washington. His marked characteristics are indelibly impressed upon the system of law of both States, especially that of the latter. To long and distinguished service as Associate Justice of the Supreme Court and in the ex-officio character of Judge of the District Courts in both States while they were Territorial Governments, must be added his connection with their legislation and also his brilliant career as a law practitioner, for over a generation, in all the Courts of both States.

He was born at St. Albans, Vermont, on the 15th of July, 1817. His youth was spent in the vicinity of Rushville, New York, where he received his preparatory education. At the age of seventeen he entered Yale College, from which he graduated with distinguished honors in the class of 1838. Having selected the law for his profession, he engaged in teaching during the next two years. So ambitious was he, that by industry and close application to study in the intervals from teaching, he had made sufficient progress in his studies to secure a license in 1840 to practice law. Admitted to the bar, he immediately removed to Cleveland, Ohio, and at once entered upon a large and lucrative practice, and took a foremost rank in the profession. On the 15th of October, 1840, he married Lucretia Robinson, whom he survived about two years.

In 1849, having resolved upon migrating to Oregon, his many friends procured for him, September 17, 1849, the appointment by President Zachary Taylor of Associate Justice of the Supreme Court of Oregon Territory, to succeed the Hon. Peter H. Burnett, an appointee of President James K. Polk, who had removed to California and had declined the appointment. At about the same date Major John P. Gaines of Kentucky had received the appointment of Governor, and Gen. Edward Hamilton, of Ohio, had been commissioned Secretary of the Territory. Judge Strong arrived in Oregon in August, 1850.

At the time when Judge Strong entered upon the performance of his official duties, Oregon embraced all of the territory west of the Rocky Mountains lying between 42 degrees North latitude (the northern boundary line of California) and the 49th parallel of North latitude (the southern boundary of British Columbia). That immense area was divided into three judicial districts, to each of which was assigned one of the Justices of the Oregon Supreme Court, as presiding judge of the Courts in their respective district. The Third Judicial District of Oregon Territory comprised all of Oregon north of the Columbia River, and the county of Clatsop

south of that river. There was no organized counties east of Clark County at that time, but that county extended eastward to the Rocky Mountains. The other county north of the river was named Lewis; it extended northward to the British boundary. Thus it was that Judge Strong's district included all of what is now Washington, Idaho and Montana north of the 46th parallel, and west of the Rockies, besides the county of Clatsop in Oregon, of which Astoria is the county seat.

During the winter of 1850-1, Judge Strong with his family resided at Vancouver. In early spring of 1851, he took a land claim at Cathlamet, on the north side of the Columbia river, under the "Donation Act" of September 27, 1850, which required four years' residence upon the land, and where he did reside until his removal to Portland, Oregon, in 1862. This is not the place in which to chronicle the proceedings in detail of the courts over which Judge Strong presided. His judicial life was commenced in Oregon, when party spirit ran high, when politics to great extent became matters of personal difference, when differences as to political questions were made the occasions to mar and destroy social relations, to alienate and estrange personal friends and neighbors. This strange result arose from local issues, from the intensity of personal feeling growing out of the location or rather the removal of the seat of government. It became necessary for the Supreme Court of the Territory to decide where the seat of government was located. It so happened that the dominant party in the territory made the capital removal a party question, and it was perhaps unfortunate that the majority or quorum of the Supreme Court, appointees of a whig national administration viewed the law which they were called upon to administer as inoperative to effect that removal.

During all the years of Judge Strong's first judicial term, that and kindred questions were constantly agitated and embroiling the public mind. Never were judges more severely denounced, more the subjects of personal and malevolent attack than were Justices Nelson and Strong, the quorum of the Supreme Court who decided that the "Omnibus Bill," as it was called (which had provided for the location of the seat of government, at Salem, and for a commission to supervise the erection of the capitol buildings thereat; the location of a university, and for a commission to sell the university lands to provide funds for its erection; and nominating the site, as also providing for the building of a penitentiary, as also a commission to build it) was inoperative and void under the organic act, because it included more than one object, and the title of the bill clearly failed to express its object. Unawed and unmoved the quorum of the Supreme Court met at Oregon City, the place by them decided as the seat of government. They calmly heard the question argued; bravely and judiciously, in opinions creditable for ability and for evidence of pains-taking consideration, each filed an opinion announcing the conclusion reached. There is no necessity to call back any humiliating incidents which mark those years of Oregon politics or social life. After well nigh two score of years completed who will attempt to detract from any honors sought to be accorded to the scholarly and gentlemanly Chief Justice Nelson? Who will stop short in hearty commendation of the ability and integrity which marked the judicial career of his more vigorous and stalwart brother, Strong, in these troublous, stormy days, when juridical administration had become the issue whereby partisan rancor was kindled? Nor will it be denied that each possessed to an eminent degree those four motives or qualities which the wise Socrates has said must actuate the Judge: "To hear courteously, to answer wisely, to consider soberly, and to decide impartially."

Judge Strong was still on the Bench when Washington Territory was (March 2, 1853), set off from Oregon. In the whole of that newly created territory, as defined by its organic act, he continued to act as sole Judge until Governor Stevens' proclamation, late in November, divided the Territory into three Judicial Districts, and assigned to each one of the Judges of the Supreme Court of Washington Territory, appointed by President Franklin Pierce. The first Legislature of Washington Territory was in politics, Democratic; yet William Strong, the late Whig Judge, was by an unanimous vote associated with Chief Justice Edward Lander and Associate Justice Victor Monroe, as a commission to sit during the session of the Legislature, to report laws from day to day. That commission worked laboriously; but it is not derogatory to either of the other members to say that by far the largest portion of the body of law enacted at that first session was reported in the admirable clerical hand of Judge Strong. But little of his work needed revision or re-writing. Judge Lander gave as much time and valuable service as did Judge Strong, but the clerk of the commission was obliged in laws reported by him, to make copies. That body of law was very generally enacted with little or no alteration, and was infinitely better when first adopted than now, with the innovations of a quarter century's legislation.

After the close of that session Judge Strong retired to his residence in Cathlamet. For the next few years he divided his time between practicing law in the various courts of Oregon and Washington, in which he was employed in almost every suit of importance, and in surveying the public lands, at which he was a thorough adept, and for which he took several government contracts.

In May, 1855, he received the Whig nomination for Delegate to Congress. He and the Democratic nominee, Col. J. Patton Anderson, made a joint canvass of the Territory, which was ably conducted, nor were the amenities of social life and the relations of gentlemen ever ignored. Washington Territory was thoroughly Democratic. Judge Strong received his full party vote, which was all that he had any right to expect against his gallant and generous competitor. At the breaking out of the Indian hostilities in the fall of 1855, when Governor Mason called for two companies of volunteers in response to requisition of Major Rains, U. S. Army, Commander of the Columbia River and Puget Sound districts, one to rendezvous at Vancouver and report to Major Rains. Judge Strong raised a company and was unanimously elected its captain. That company was known as Company "A" First Regiment Washington Territory Volunteers. It was mustered into the United States Service and performed considerable duty in Clark County and vicinity. The company prayed to be sent to the upper country to escort Governor Stevens on his return from the Blackfoot Council, through the hostile Indian country, but so hostile was General Wool, then commanding the Department of the Pacific to Governor Stevens and the two Territories, that against the urgent protest of Captain Strong, he disbanded Company "A" before their term of enlistment had expired.

In April and May, 1856, Governor Stevens caused the arrest of certain persons in Pierce County, Washington Territory, who being intermarried with Indian women and living in the hostile region were suspected and accused of furnishing the hostile Indians with supplies and information that led to a serious and protracted conflict between the Courts and Territorial military authorities. Judge Strong was retained by the Governor as his law adviser; perhaps it would be proper to say that his duties

partook of the nature of Attorney General as also of Judge Advocate General on the Governor's Staff, although no commission was issued to him. That clientage necessitated the most intimate confidential relations with the Governor and identified him with the war policy of the executive.

Shortly subsequent, he was elected a member of the House of Representatives of the territory. The issue in great measure at the election of 1856, was "Stevens," and "Anti-Stevens." The whig party had ceased to exist, and those who know how strongly Judge Strong was influenced by personal associations and surroundings, his party, a matter of the past, and with him a secondary consideration, the politics of the territory almost entirely based upon personal support of personal policy, will not for a moment be surprised that Judge Strong espoused the cause of his client and cast his political lot with his personal friends. He gave his adhesion to the Democratic party, not to the Republican organization which had just been inaugurated in the territory. At the session of the legislature he championed Gov. Stevens and his war policy. At that session, upon him devolved the duty of conforming the various practice acts of the territory, the laws for the empanneling of juries and providing for terms of court to a recently passed act of Congress which limited the courts, the expenses of which were borne by the United States, to three, to be held only at three places. In 1858, Hon. O. P. McFadden having been promoted to the office of Chief Justice, Judge Strong was appointed Associate Justice, succeeding Judge McFadden as Judge of the First Judicial District. He held this office until succeeded by Hon. James E. Wyche, in 1861. Judge Strong continued to reside and practice law within Washington Territory until December, 1862, at which time he removed to Portland, Oregon. He at once acquired an extensive and profitable general practice, but later on was almost exclusively engaged in the business of the Oregon Steam Navigation Company, whose counsel he continued to be until the transfer of their interests to the Henry Villard combination, resulting in the organization of the Oregon Railway and Navigation Company as its successor.

Thereafter he gradually retired from active practice; his large business was ably handled by his two very intelligent and competent sons, Fred R. and Thomas Nelson Strong. And the good old man rested from his long and arduous professional labors. From 1883, the profession had been abandoned by him. Yet he was not idle. His busy pen continued to work in treasuring the reminiscences of early years, of the men who had been his co-temporaries, and the events in which he had been so conspicuous an actor.

In April, 1887, the full three score years and ten completed, that stalwart frame, that manly and robust form succumbed to age and bodily infirmity; that vigorous intellect, that active brain, that large generous heart yielded to the inexorable. An active, busy, useful life was ended.

He was a most untiring worker and few indeed could accomplish so much. His mind was of the most active and vigorous character, and he carried to his practice at the bar, or his administration upon the bench, that marked individuality for which he was distinguished. He was always positive; no uncertain language or words of compromise, or demagogic attempts to conciliate the public, marked his enunciations of a conclusion reached. He was one thing or the other, and hence he was at times the object of ultra and bitter partisan criticism; but that never swerved him from his own chosen line of duty, neither did such criticisms influence him to personal

controversy or justification. He ignored these assaults and was as kind and urbane to those who censured his judicial acts, as though they had spoken of him in terms of laudation.

As Judge, none were readier than he to seize instantly the pivotal points of a case; few indeed possessed greater acumen power of analysis or resources to fortify the conclusion reached. As a speaker he was fluent, earnest, impressive; too practical to be eloquent.

As lawyer, counsellor, legislator or judge he was alike at home in each capacity. His forte, however, was perhaps in felicitous, happy and forcible expression in aptest language of a proposition or conclusion of law. In dictating a decree, making a record of an order or judgment, he needed no form-book, he had no superior in announcing in the fewest appropriate words a conclusion of law or a judicial determination. He was a natural clerk. He made practice, moulded procedure and established precedents for his bar to follow. His orders of Court, his decrees in chancery, his drafts of laws are models of expression. How aptly he placed the right word in the right place. As a lawyer he was ingenious and untiring in resource. Thoroughly equipped for every-day practice and every vicissitude, he was learned in the science of his profession and loved it as such, and was thoroughly devoted to the cause of his client, for whom he labored to succeed, while there was any hope to win. As a judge he was patient, urbane, fearless, independent, unselfish, deferential to his brethren of the bench, and considerate to members of the bar.

Those who knew him in the early days, the old settlers of Oregon and Washington, will treasure his memory, will continue to recall his genial kindness, his encouraging and cheerful sympathy.

LADD, W. S. It is seldom throughout the incipient stages of growth, down to a period covering many years in the development of a progressive commonwealth, that to any one man is accorded a foremost place by general consent. New countries, in these latter days of steam and electricity, develop often with rapidity; new issues are met by new leaders, while those who laid the foundation of society rarely retain their hold on affairs for any extended period of time. In this, however, Oregon has been an exception to the rule, and the career of William Sargent Ladd is a conspicuous example of the exception. Coming to Oregon when the country was young and there was no settled social, political or business order, he has exerted a continually increasing influence in the various lines of development which have added to the wealth and greatness of the State. Apart from his financial operations, which long ago placed him among the most wealthy men of the West, he has been among the builders of our State who have been most earnest for its social and moral progress. The results of his high integrity and of his efforts to elevate the tone of society and keep pure the moral sentiment of the community, make a double claim upon our respect and recognition. Fortunate, indeed, has it been for the State that its business leaders, like our subject, have been men whose social, religious and domestic relations have stimulated and honored the highest of her people. The lessons of such lives are the best inheritance of a State or people.

W. S. Ladd was born at Holland, Vermont, October 10, 1826. His father, Nathaniel Gould Ladd, was a physician, of a family that came to America in 1633.

His mother, Abigail Kelley Mead, was a native of New Hampshire, and from her the son received the most prominent traits in his character, industry and power of continued mental effort. Both his parents were Methodists, and his youth was passed under the wholesome instructions and training which usually lead to success. In 1830, his parents removed to Meredith Village, New Hampshire, and three years later to a place called Sandbornton Bridge, now known as Tilton. Like other New England boys he went to school, and also learned to work. At the age of fifteen he began to apply himself in earnest to labor. His father then having no farm of his own, permitted him to try his hand at a neighbor's, and afterward bought for him fifteen acres of very rough, rocky and wooded land which the youth brought into cultivation by his own personal labor.

Reaching the age of nineteen he found a somewhat wider scope for his abilities in teaching a public school—an experience few New England boys or girls have not had at some period of their lives. The school he undertook to conduct bore the reputation of being the roughest in that region, and pitched battles between teachers and pupils had been frequent. Young Ladd, however, was successful in subduing his refractory pupils at the first encounter, and not only maintained excellent order thereafter, but kept his scholars interested by the use of quick methods and practical suggestions.

About the time his term as a teacher ended, the Boston, Concord & Montreal Railway was running its line past Sanbornton Bridge where he was then residing. He sought and obtained a position in the freight house which was established there, continuing in this and other work connected with railroading, until he left for the Pacific Coast. During his school days, and for some time after he had reached manhood, he had continued to feel a deep interest in this part of the country. This interest was intensified by the subsequent discovery of gold in California. Unlike most men, however, the prospects of making a fortune out of mining had little attraction for him. He became impressed with the idea that not the region out of which the gold was dug, but that from which supplies and products were had for the miners, would obtain the greatest permanent wealth. This consideration, together with the information he gained of the country, from a Mr. Carr, who had lately returned to Sanbornton Bridge, after having been very successful in business operations at Portland and San Francisco, led him to the determination of making Oregon his home. Acting on this resolve, on February 27, 1851, he started in a sailing vessel from New York for the Pacific Coast. Arriving at San Francisco he met an old school friend, Chas. E. Tilton, who was engaged in selling consignments which he was receiving from New York jobbers. Mr. Ladd proposed to him that they go into business and sell goods on their own account. To this Tilton did not agree, and Ladd came on to Oregon, locating at Portland, where at that time everything was new and crude. He at first carried on a small business in selling out a few articles that he had brought with him. At one time his affairs reached so low an ebb that he was glad to save payment of six dollars for road tax by digging out and burning up two great stumps which stood opposite the ground now occupied by the Esmond Hotel.

About this time W. D. Gookin, who had known Mr. Ladd's father in New Hampshire, arrived in Portland with a cargo of goods. This stock Mr. Ladd sold out, and cleared by the transaction \$1,000. This sum he re-invested in articles of ready sale, and from that time was enabled to prosecute his mercantile operations with vigor.

In 1852, he was conducting an independent business, operating, however, with Mr. Gookin, who had made some \$20,000 by a successful business venture in San Francisco.

"His business habits at this time," says one who remembers them, "were most exemplary. He was promptly at his place, often being at hand as early as four o'clock in the summer mornings, to help off his customers with their wagon loads in the cool of the day. He economized his strength, avoided saloons, spent his nights in sleep, not in carousals—which have ruined many of Portland's brightest men—and made it a point to observe the Sabbath by attendance upon public worship. He was a shrewd trader, meeting loss and profit with equal equanimity. Not easily excited he could view business affairs with coolness, and make the most advantageous moves in the hours of opportunity."

In 1857 Mr. Ladd married Miss Caroline A. Elliott, of New Hampshire, a young woman of excellent mental endowments, with whom he had been acquainted since school days.

In 1852 Ladd & Tilton entered into partnership and continued their mercantile operations together until the spring of 1855, when the former bought out the latter, who thereupon returned to New Hampshire. Three years later Mr. Tilton returned and again became associated with Mr. Ladd, forming the banking house of Ladd & Tilton, which was opened for business in April, 1859. The bank has grown steadily and through it has been transacted a large part of the monetary business of Oregon. The capital was small at the start, but in 1861 it was increased to \$150,000, and not many years elapsed before the capital was brought up to \$1,000,000. When the partnership was dissolved in 1880, bills receivable amounted to upwards of \$2,500,000, and so select and sound had been the conduct of this business, that when the bank made its statement in 1888 there was less than thirteen hundred dollars of this large sum outstanding.

Though the old store first, and his bank afterwards, occupied his close attention and were the means of making his fortune, Mr. Ladd also branched out into a number of other ventures. He has been most active in developing the agricultural resources of the State, owning three farms of his own and five in partnership with S. G. Reed. These he conducts partly for recreation and amusement. He has been lavish of his means in this particular and has done much in the way of introducing new and improved methods of farming, and in importing and breeding fine live stock. He is also largely interested in flouring mills, controlling at the present time about three-fourths of the entire flouring mill business of the Pacific Northwest. He is identified with what is now the Oregon Iron and Steel Company at Oswego, and has been a leading stockholder of the Oregon Railway and Navigation Company. Besides these interests he is one of the largest property holders in Portland and vicinity, owning many acres of valuable city land and a large number of business and residence buildings. He built the first brick building in Portland. His interest in school matters and public education has been long and continuous, being among the first to serve as a school director. He has been a friend of churches and public charities and his gifts have been munificent. He endowed the chairs of practical theology in the Presbyterian Theological Seminary, in San Francisco in 1886 with \$50,000, and gave several scholarships to the Willamette University. Throughout a wide extent of

country few churches have been built without aid from him. The Library Association of Portland, one of the most creditable and useful institutions of the city, has always felt his fostering care. For twenty years it has occupied the second floor of his bank building, on the corner of First and Stark streets free of charge. It has been Mr. Ladd's custom from the first to set aside one-tenth of his net income for charitable purposes, placing it as a gift apart from other funds. It is said that an appeal for sufferers, if worthy, has never been refused by him nor by any member of his family.

To his wife he ascribes a great portion of his success, saying: "I owe everything to her. Through all she has been to me most emphatically a helpmate, in the best and highest sense, a noble wife, a saintly mother to our children. Always patient, thoughtful and courageous, she has cheerfully assumed her part of whatever load I have had to carry. We both started together at bed-rock; and from then until now we have taken every step in harmony."

Their eldest son, William M. Ladd, has for several years efficiently aided his father in the management of his largely increased interests. He is an alumnus of Amherst College and since the retirement of Mr. Tilton, he has been a partner in the bank. The second son, Charles Elliott, is at the head of the large flouring business which his father in a large part created and now controls. The eldest daughter is the wife of Henry J. Corbett, son of Henry W. Corbett. The second daughter is the wife of Charles Pratt, of Brooklyn, N. Y., who is largely interested in the Standard Oil Company.

A man of Mr. Ladd's intelligence and enterprise would be naturally sought after by his fellow citizens to fill positions of public trust. He has, however, invariably declined accepting any public office other than those involving usefulness without regard to public honors or emoluments. He has held the position of Mayor of Portland, and his name has repeatedly been mentioned for high public stations, but he has persistently refused to enter the arena of political strife. During the war he was a war Democrat, and has since exercised his right of voting his own ticket, although in national matters, he has of late years, sided with the Republicans.

Mr. Ladd's main characteristic has been the indomitable persistence with which his plans have been pursued. The strength of his will has been marked in every phase of his career, but "perhaps nothing shows," says another, "more fully his unquailing spirit and the preponderance of his will, than his steady and persistent application to business since the infirmity came upon him by which he has been rendered incapable of physical activity. His uninterrupted application to business and development of great plans, is an example of how little the operations of a great mind and spirit depend upon the completeness of these temples of clay in which the soul spends its earthly life."

Few men who could more fitly assume the name of "Money King," realize more fully than Mr. Ladd, the idea of a man of great wealth and power holding his possessions as a public trust and sincerely striving to return all his dollars to the use of society, and to the advantage of his fellow men. While he is easily master, he is, nevertheless, a friend and favorite with his workmen and employees. He believes in fairness to all who work and that their rights and liberty be respected, and denounces the iniquity of combinations of capital which would deprive trade or

labor of its freedom. It is for these qualities he stands closer to the hearts of the people than most men of wealth, and suffers as little from envy as any rich man in the nation.

Such is a brief outline of the history of a man whose active and enterprising spirit, sound business sagacity, open-handed liberality and pronounced Christian character, have contributed largely to mould the character of a growing city, and lay deep and broad the commercial honor, political virtue, enlightened education and sound principles of our young and growing commonwealth. Mr. Ladd is one of those who realize the duties and responsibilities of wealth, and the large assistance he has always lent to worthy objects of public effort are among the proofs of his benevolence and breadth of character.

WILLIAMS, GEORGE H. Judge Williams, alone among the citizens of Oregon, has had the distinction of occupying a place in the highest councils of the nation—in the cabinet of a president. He was also regarded by President Grant as the man most fit and able to hold the position of Chief Justice of the United States. The bitter struggle following his nomination to this supreme position is well remembered for the sectional feeling displayed and the dissent of certain members of the senate which led the Judge to withdraw his name. It is not the intention, however, to recall the personal contests of the past—they have been long forgotten and forgiven—but to remind the reader that it was upon an arena no less great than the nation that Judge Williams has passed the most intense years of his life, and that it was as one of a group of men the first among Americans—a company composing the "Great Round Table" in the most eventful years of our national history—that he has been accustomed to move. The people of Oregon have reason to feel a justifiable pride in his career, and to appreciate more strongly the ties that unite them to the national life. Not wishing to make comparisons as to the value of the services of the able men who have represented the State of Oregon at Washington, and even while remembering the eloquent Baker and the noble and sagacious Nesmith, still it must in justice be admitted that Judge Williams in no place to which he was called, however exalted, ever fell short of its high requirements, and in the discussion and solution of some of the gravest questions which ever confronted the national government he has borne himself with distinguished honor. He was a great and positive force in the senate during his term; uniting dispersed and wavering purposes; giving proper form to uncertain tendencies, and was, moreover, able to defend his policy before audiences no less great than the whole people of the United States.

It is only briefly that we can give the salient features in the life and work of this pioneer and illustrious son of Oregon. Little more will be attempted than to allude to the more prominent events in which he has been an actor, for these alone will illustrate a character solid, firm, wise and energetic.

He was born in New Lebanon, Columbia County, New York, March 26, 1823, and removed at an early day to Onondago County, receiving his education at the Pompey Academy. He studied law with Hon. Daniel Scott, and at the age of twenty-one was admitted to practice in New York. In the same year, 1844, he removed to Iowa Territory, and commenced the practice of his profession at Fort Madison. In 1847 he was elected Judge of the First Judicial District of that State, at the first election

after the formation of the State government, serving five years. In 1852 he was one of the Presidential Electors at large and canvassed the State for Franklin Pierce. In 1853, he was appointed Chief Justice of Oregon Territory and was re-appointed by Buchanan in 1857. He terminated his services in this position by resignation, and resumed the practice of law at Portland. He became a member, however, of the convention to form the Constitution for Oregon and was chairman of the judiciary committee. While in this responsible position he was active in opposing the introduction of slavery into Oregon, and as the Constitution required the popular vote upon that question, he was active in presenting the question before the people and in urging rejection of slavery. His anti-slavery principles and devotion to the Union led him to assist in the formation of the Union party in 1861. He was very earnest in supporting Lincoln's administration and strongly upheld the efforts of the Federal Government in suppressing the rebellion. In 1864 he was elected senator in Congress and was a member of the committee on Finance and Public Lands, and also of the Reconstruction committee.

Among the measures which he introduced into the Senate and which became laws are the following: An act creating a new land district in Oregon with a land office at La Grande; an amendment to the act granting lands to the State of Oregon to engage in the construction of a military road from Eugene City to the eastern boundary of the State, granting odd sections to supply any deficiency in the original grant; various acts establishing post roads; a general law to secure the election of United States senators; the "the tenure-of-office act," which kept republicans all over the country from being turned out of office by Andrew Johnson and which became a law by being passed over the President's veto; a resolution against the importation of coolies; an act to provide a more efficient government of the insurrectionary States, called the "Reconstruction Act," under which all the Southern States were reconstructed. The last named act was vetoed by President Johnson, but was passed over his veto. Among other measures were numerous appropriations for Oregon; an amendment to the act of 1861, relative to property lost in suppressing Indian hostilities in Oregon; an amendment to the Judiciary act of 1789; an amendment to the act granting lands to aid in the construction of a railroad from the Central Pacific in California to Portland, Oregon; an act fixing elections in Idaho and Washington territories on the same day as the election in Oregon; an act to pay two companies of Oregon volunteers commanded by Captains Walker and Olney; an act to strengthen the public credit; an amendment to the act granting lands to aid in the construction of a railroad from the Central Pacific to Portland, by which the grant was prevented from reverting to the Government; an act granting lands to aid in the construction of a railroad and telegraph line from Portland to Astoria and McMinnville; a resolution to facilitate the building of a light house at Yaquina Bay, and other light houses on the coast of Oregon; an act granting certain lands to Blessington Rutledge, a citizen of Lane county; a resolution to increase the pay of marshals in taking the census of 1870; an act extending the benefits of the Donation Law of 1850 to certain persons; an act creating a new land district in Washington Territory, with a land office at Walla Walla.

Judge Williams entered the senate at the most exciting and important period in the history of the government. A great war had just closed. One-third of the States of the Union were disorganized, to restore them was a great work, hardly less difficult

than had been the suppression of the rebellion. From the first Judge Williams took a prominent part in the debates of the senate and wielded a power second to none in that body and far greater than any new member. He soon became a recognized leader among the first men of the nation, many of whom possessed great talent, unbounded ambition, long experience in the senate, world wide fame, with prestige of old, populous and powerful States to sustain them in their efforts to lead and control their associates and to shape legislation. He originated the most important measures of a political and national character which passed Congress during his term of service—the reconstruction law and the tenure-of-office act. While ten States were in a condition of anarchy, and the wisest and most experienced statesman were quarreling among themselves and waging a fierce contest with President Johnson as to how the subjugated States should be restored to their proper places in the Union, Senator Williams brought forward his military reconstruction bill, and after long and earnest debate, it passed both houses and became a law notwithstanding the opposition of the President and of the Democratic party. Under this law and its amendments, chaos was converted into order, peace was established and the Union was permanently restored on a free and prosperous basis.

While President Johnson was dispossessing of office the loyal men who had elected him and filling their places with those unfriendly to the reconstruction measures, Senator Williams prepared a bill to regulate the tenure-of-office. This was passed over the President's veto and was invaluable in maintaining the power of the Republican party. The senator did much also during these days to give Oregon a reputation abroad and to build up the State at home. His bills for the welfare of the State were carefully matured, well adapted to the conditions then existing, and in their working have been the means of developing domestic and interstate commerce and opening for the people of the Pacific slope the markets of the world.

In 1871, Judge Williams was appointed one of the joint commissioners to frame a treaty for the settlement of the Alabama claims and the northwestern boundary, and other questions in dispute with Great Britain. In this capacity he bore himself with his usual dignity and his counsels proved of material value. Indeed, his part in predetermining the decision of the northwestern boundary in favor of the United States, is something that has never been generally known; his sagacity and foresight probably giving to the country the territory in dispute. Being appointed on the commission as a citizen of the Pacific coast, he was expected to keep especial watch of the disposition of the northwest boundary. The dispute is familiar and need not be recounted here. Great Britain was fully determined, and by diplomatic correspondence committed to maintain that the boundary ran through Rosario Straits; while the United States contended that the center of the canal DeHaro, was the true line. It was a point of especial difficulty, both from the inflexible position of each nation, and from the obscurity of the words of the treaty, by reason of their reference to a "channel" which was imperfectly known, at the time they were written. As the only probable solution of the vexed question, it was proposed in the commission to refer the whole matter to the decision of the Emperor of Germany. Seeing at once that this was a loose and dangerous expedient, without some determining canon to serve as a guide, and that in the interest of harmony, the Emperor might easily yield to a disposition of the question upon other than its legal merits, Judge Williams refused to agree to the Emperor's arbitration, except with the

proviso that his decision should be merely an interpretation of the treaty of 1846; that he should not decide *de novo*, but simply settle the meaning or intention of the agreement already made. So cogently did he present these views that the commission finally acceded, being compelled to recognize that in no other form could it be worthily submitted. This virtually decided the question in the favor of the United States, for the Emperor could allow that the treaty intended nothing else but the main or most used channel, which proved to be the canal DeHaro. By this the United States secured the San Juan and other islands.

In December, 1871, Judge Williams was appointed Attorney General of the United States, and for three years fully sustained the rights and dignity of the government. Here again it is not generally known to how large an extent the force and pith of the president's policy with reference to the Southern States, was in the hands of Judge Williams. To govern these States was the difficult point in the whole question of his administration. It was during the time of the Ku Klux outrages and the laws defied by the clans were to be maintained by the Attorney General. President Grant devolved upon him the entire charge of the disturbances and political affairs of the Southern States, so far as concerned the national government; and the Secretary of War was directed to wait upon him as to the movement of troops into the disquieted regions. At the time when rival governments from a number of the Southern States sought the recognition of the President, Attorney General William's advice as to the course to pursue, was closely followed, in accordance with which, the Democratic government of Arkansas and the Republican government of Louisiana were recognized. The contending parties of Alabama agreed to submit their claims to him, and his plan of settlement was accepted, restoring peace to a distracted people.

In 1872 he made a tour of the South, delivering addresses in Richmond, Savannah, Charleston and other Southern cities; declaring the purpose of the President to maintain fair elections, and that every voter should be allowed to cast his ballot according to his preferences. The full vote in the election following and the return of Republicans from Virginia, South Carolina, Arkansas and some other Southern States, proved the impression made by his words. Since that time and the change of administrative policy the Republican party has made but little showing in these States.

In 1874, Judge Williams' name was presented to the Senate for the place of Chief Justice, left vacant by the death of Salmon P. Chase. It was hard for the old East to admit that the remote West was entitled to such an honor as would be bestowed by the elevation of the Oregon statesman, and after a contention which promised a great controversy and well nigh threatened to disrupt the Republican party, the Judge withdrew his name—much to the regret of President Grant who was willing to stake upon his confirmation the success of his administration.

The result of the presidential election of 1876, when both parties claimed the election, and the public sentiment of the country was about equally divided as to the result, is still fresh in the public mind. The excitement was most intense and the situation was positively perilous, foreboding discension and distraction, and possibly civil war. In this period of perplexity as to the course to pursue to bring about a lawful and peaceful solution of the difficulty, Judge Williams contributed an article to the *Washington Star*, which clearly outlined the policy afterwards pursued, and

embodied all the essential features of the famous electoral commission bill finally adopted by Congress, under the workings of which lawfully and peacefully was settled the great political contest of 1876. Some time after the bill became a law, several persons claimed the honor of having first suggested the ideas it contained. The matter was agitated to some extent in the public press, and finally the *Washington Star* in a somewhat lengthy editorial, presented the facts in the case and clearly showed the credit belonged to Judge Williams.

Since Judge Williams' return to unofficial life he has made his home in Portland, practicing law and giving essential aid to all great public causes. He has been constantly sought for political campaign work, and to grace the festivals of the metropolis of Oregon with his felicitous addresses. Much interest has centered in his recent utterances respecting Historical Christianity, and a lecture prepared and delivered by him upon the Divinity of Christ is regarded as a valuable contribution to this discussion.

Judge Williams has none of the small arts of the popular leader. He is a man of great and simple nature, of very high intellectual powers, of sober and solid judgment, a man who never loses his equipoise, but at all times has his great mental resources at command. In clearness of statement and power of argument, he is unsurpassed. His intellectual sincerity is apparent to all who have heard him speak, and his moral life has always been irreproachable.

HIRSCH, SOLOMON. There is something inspiring in the record of a busy and useful life; something stimulating in the details of a career that is marked by a generous and beneficent purpose; something worthy of emulation in the success that has been wrought by unselfish means. Such has been the record of the gentleman whose name is the title of this biography, and so thoroughly have the varied lines of his efforts been blended with the agencies which have been conducive to the material progress of the Pacific Northwest during many years that no history of this portion of the Union, and especially of the State of Oregon, would be complete which failed to give him honorable mention.

He was born in Wurtemberg, Germany, March 25, 1839. His youth was spent in the old country in attendance at the common schools of that day. At the age of fourteen years he came to America, and soon after his arrival in New York, secured a clerkship in a store in New Haven, Connecticut. Here he remained but a few months, when he returned to New York, and a short time thereafter accepted a position in an office in Rochester, New Hampshire, where he remained until 1858. He then came to Oregon by the way of the Isthmus of Panama, reaching Portland about the middle of April in 1858. A few weeks later he started in business at Dallas, in Polk County, in partnership with his brother, Edward Hirsch, who had accompanied him to Oregon, and who has since held many high and responsible positions in the State, including two terms as State Treasurer. They remained for two years in Dallas and then removed to Silverton, Marion County. Here they continued together in business until 1864, when the subject of this sketch disposed of his interest, and went to Salem to assist his elder brothers, one of whom, Mayer Hirsch, was well known by early Oregonians.

With a view of giving himself a broader sphere in which to exercise his mercantile sagacity Mr Hirsch came to Portland in the fall of 1864 and in partnership with L. Fleishner and A. Schlessel under the well remembered firm name of L. Fleishner & Co. began on the wholesale general merchandise house of Hahn Brothers. They continued the business with great success until 1874 when the same partners formed a new partnership with Jacob Mayer under the firm name of Fleishner Mayer & Co. and from that time have continued a wholesale dry goods business. Their business rapidly grew in magnitude and for many years they have had the largest establishment of its kind on the Pacific Coast outside of San Francisco. All of the original partners are still connected with the firm making it one of the oldest in the city. Mr Hirsch has contributed his full share toward the work of building up the large business of this firm and the gratifying success attained has been largely due to his careful supervision and excellent business judgment.

Mr Hirsch has always been an ardent Republican and during late years has borne a prominent part in shaping the political affairs of the State. His first active work in the political arena was in 1864 when he secured the selection of his brother, Mayer Hirsch, as a delegate to the Republican National Convention, which nominated for a second term the lamented Lincoln. In 1872 he was elected a member of the Lower House of the Legislature from Multnomah County, and as an acknowledgment of his well known financial ability was appointed a member of the committee on Ways and Means. In the long and exciting Senatorial contest of that year he took a leading part, his course throughout this bitterly waged fight being in accord with party usage, and such as met with the approval of a large body of his constituents. He introduced and secured the passage of a bill providing for the establishment of a public school to be taught in the German language. Under this bill such a school was opened in Portland and has since been maintained. In 1874 he was nominated by the Republicans of Multnomah County for the State Senate, and was the only candidate elected in opposition to the Independent ticket then in the field, notwithstanding the high standing and popularity of his opponent, Judge William Strong. So satisfactory to the people was his discharge of the duties of this office during his term, that in 1876 he was again nominated for the same position, and elected by a largely increased majority over the vote he received in 1874. His efforts during his second term were largely in behalf of a bill which in Oregon would take the place of the National Bankrupt Act, the latter having expired by limitation.

Senator Hirsch's bill provided for a pro-rata division of the property of insolvent debtors among creditors. The bill was strongly opposed, but was finally passed. Under the workings of this law the results have been such as to meet with the heartiest approval by the commercial community. So thoroughly was Senator Hirsch identified with this important measure that it is often referred to as the Hirsch Assignment Law. Owing to a popular demand for a change in the statutes of limitations as to real estate Senator Hirsch introduced a bill during the session of 1878, which became a law, providing that ten instead of twenty years of peaceable possession should constitute an incontestable title to property.

In 1880 Senator Hirsch was honored by receiving the unanimous vote of his party associates, both in the caucus and open session, for President of the Senate.



He made an excellent presiding officer, and by his firmness and impartiality won the esteem of both political sides of the Chamber. While occupying the position he delivered the address of welcome to President R. B. Hayes, and other distinguished guests who were tendered a reception in the Senate Chamber during their memorable visit to the Northwest.

Much against his will and protest Mr. Hirsch was nominated for a third term in the Senate in 1882, and although he devoted little time to a personal canvass he was elected by nearly 1,200 majority, the largest majority ever given in the State on the election of a State Senator. This was a magnificent compliment, and showed the appreciation in which his past services were held by the people. During the State political campaign which followed his nomination, Mr. Hirsch's time and energies were almost solely given up to the State campaign, to the total disregard of his personal interest. The Republican Delegation from Multnomah County to the State Convention which met in Portland in April, 1882, unanimously recommended him as a member of the State Central Committee from this county, and he was afterwards unanimously elected as Chairman of that organization. From that time until the election closed he was indefatigable in his exertions for the success of his party. His successful management of the campaign is a matter of history, the defeat of the Democratic party being as disastrous as was the success of the Republican party brilliant. Never was a campaign in this State better managed, its organizations more complete, its work more effective and its result more successful, for which in a large measure credit was freely given to the judicious labors of Senator Hirsch. For the first time since 1870, the full Republican State ticket was elected, while a Republican majority was secured in both branches of the Legislative Assembly.

During the Legislative session of 1885, Mr. Hirsch, at the request of many friends, consented to the use of his name as a candidate for the United States Senate, and in open session on several ballots received within one vote of an election. The balloting was continued for many days but no candidate received the requisite number of votes, and the Legislature was compelled finally to adjourn without a choice being made. A special session was afterwards called, when the present Senator, John H. Mitchell, was elected.

At the expiration of his third term in the Senate, Mr. Hirsch refused to become a candidate for another term, but he continued to be an active power in politics, preferring, however, to work in the ranks without expectation of reward for his services. During his legislative career he was one of the most active and useful officials in the service of the State. A man of calm judgment, of marked intelligence, of keen perceptive faculties, abounding in sensible practical ideas and of unsullied integrity, his opinions never failed to receive the careful consideration of his colleagues. The interests of his constituents were carefully and conscientiously protected and his entire record met the heartiest approval of the most intelligent, liberal minded element of the entire community. He was especially active in securing appropriations for the State Board of Immigration and in securing several important amendments to the pilot laws.

In December, 1888, Mr. Hirsch made a journey to Europe. While located at Karlsbad, Germany, he was surprised to receive the announcement of his appointment as Envoy Extraordinary and Minister Plenipotentiary to Turkey, by President Harrison. This was an honor which was most unexpected and entirely unsolicited,

not having been an applicant for any position of a political nature. His appointment was speedily confirmed by the Senate and most favorably endorsed by the leading journals all over the country, while the people of his adopted city and State, regardless of party lines, hailed his selection as an honor worthily bestowed and which his high character and conceded fitness richly merited. Soon after his confirmation, Minister Hirsch proceeded to Constantinople where he was received by the Sultan, after which he was granted a leave of absence to return home and make the necessary arrangements for taking up his residence with his family at the capitol of Turkey, where he is now stationed. Possessed of a large fortune, a man of broad, liberal views, cultured mind, polished manners, and of the most pleasing personal address, Minister Hirsch is by nature and cultivation well calculated to worthily uphold the dignity and honor of the United States in its relations with one of the oldest and most important powers of the Old World. The people of his State who in the past have delighted to honor him, will watch his course with pride, knowing that he will be equal to all the requirements of his new and exalted station.

The career of this gentleman which has been here but briefly outlined, presents many strange contrasts. Thirty-five years ago a poor boy, seeking a new home in a foreign land, he arrived in the city of New York, a stranger in a strange land. The years roll by and he makes a right use of his opportunities; gains wealth, is the recipient of the honor, esteem and confidence of his fellow men in the home of his adoption, and to-day, to crown a life in every way worthy of emulation we find him selected by the chief magistrate of the greatest and strongest government of modern times, as the representative at the court of one of the oldest powers of Europe, of the very country to whose shores, a comparatively few years ago, he came a poor and friendless boy. Such achievements as have followed his career would be possible in no other country but America, where every avenue is open to true merit and where the best types of manhood are created and developed. It is impossible not to admire the courage which no adversity could crush, the patient, persistent devotion to a high and worthy purpose from which no temptation could allure him, such as have been so conspicuous in all the acts, public and private, of Mr. Hirsch. The elevation of such men to positions of power and influence is a tribute to true manhood, and serves as an incentive to stimulate the ambition of every youth who is compelled by his own unaided efforts to work out his own destiny.

Mr. Hirsch was married in 1870 to Miss Josephine Mayer, daughter of Jacob Mayer, of Portland. She is a lady of culture and refinement and well adapted to grace and adorn the high social sphere she has been called upon to fill as the wife of the United States Minister at Constantinople.

SHATTUCK, ERASMUS D. Judge E. D. Shattuck was born in Bakersfield, Franklin County, Vermont, December 31, 1824. He spent his boyhood and youth on a farm and was prepared for a collegiate course at Bakersfield Academy. In 1844 he entered Vermont University, pursued the full classical course and graduated in 1848. While in college he was dependent upon his own resources for means to prosecute his studies, and during vacations and some part of term time he taught school in the country or had private classes in the village. Notwithstanding these disadvantages and interruptions he completed the college course in the prescribed time and stood third in his class on final examinations.

On leaving college Mr. Shattuck was employed for a year as teacher of Latin and mathematics in Bakersfield Academy. He then went to Georgia and taught a year in Newnan Seminary, situated about twenty-five miles from the city of Atlanta. While in Newnan he employed his leisure in reading law in the office of Archibald McKinley, at that time one of the leading lawyers in that part of the State.

In 1851 he returned north and located in Malone, New York, where he applied himself to the study of law in the office of Parmelee & Fitch. In the Spring of 1852 he went to New York City and entered the office of Abner Benedict, where he remained reading law and acquiring the details of practice until October, 1852, when he was admitted to the bar.

Soon after his admission to the bar he decided to come to Oregon, at that time almost an unknown region. He did not purpose to come alone, and returning to Vermont he was united in marriage to Miss Sarah A. Armstrong of Fletcher. January 5, 1853, Mr. Shattuck and wife started for Oregon by the Isthmus of Panama, arriving at Portland on the 15th day of February. For about four years after his arrival in Oregon Mr. Shattuck was engaged chiefly in teaching, having been appointed professor of ancient languages in the Pacific University at Forest Grove. In 1855 he was elected county superintendent of common schools in Washington County, and in 1856 probate judge for the same county. In 1857 he was elected delegate for Washington County to the constitutional convention, and sat in that body and took part in framing the Constitution of the State.

After the adjournment of the Convention he formed a co-partnership in the practice of law with David Logan and removed to Portland, where he has ever since continuously resided. In 1858 he was elected to represent Multnomah and Washington Counties at the last session of the Oregon Territorial Legislature. In 1861 he was appointed United States District Attorney, and in 1862 was elected Judge of the Supreme and Circuit Courts for the Fourth Judicial District, holding the latter office until November, 1867. In 1874 he was again elected Judge of the Supreme Court and continued in office until the re-organization of the State Judiciary by the Legislative act of 1878. In 1886 he was elected Judge of the Circuit Court for Department No. 1, in the Fourth District, a position he still worthily fills. Besides the offices named, Judge Shattuck, at different periods, has served as member of the Portland City Council, as a member of the Board of Directors of the Portland school district, and was one of the founders and early trustees of the Portland Library.

It will be seen that Judge Shattuck has been almost constantly in the public service since his arrival in Oregon, and during all these years his record has been such as to win the confidence and respect of his fellow men. He is a studious reader, a profound thinker, and an earnest and logical talker. He has been a hard worker in his profession. His patient industry, his power of incisive analysis, and his large knowledge of the principles of law are conspicuous in all the fields of learning and practice, but appear to best advantage in the sphere of a judge. His mind is judicial in tone and temper; in no one could there be better harmony between mental and moral forces than in Judge Shattuck. In all the elements which constitute the worthy citizen, he excels. He is a man of strong convictions, of great sincerity and high sense of duty. He follows his convictions regardless of personal consequences; is firm, without being dogmatic, but maintains his opinions fearlessly. In modes of thought and life he is eminently practical, and abounds in domestic affection and is

earnestly loyal to principles and friends. Although reared under the teachings of the Christian faith, he is hardly "orthodox" in matters of religion, but has due respect for the views of others, and the utmost veneration for all agencies which tend to elevate the standard of morality and to make men lead better and purer lives.

In politics Judge Shattuck was originally a whig, but joined the republican party on its first organization in this State, acting with it until 1872, when he united with the so-called independent movement and worked earnestly against tendencies which he found objectionable in the policy of the regular party leaders. In the presidential election of that year he was a candidate for elector on the Greeley-Democratic ticket. Since that time he has acted and voted chiefly with the democratic party, although he is classed among the independent voters and has never been considered much of a partisan. He is one of the best known and most highly esteemed citizens of Oregon; in the soundness of his judgment and in his personal and official integrity, all men have full confidence, and no man has done more than he to establish and maintain the high character of our judicial tribunals. His reward is the universal esteem of his fellow men.

GLISAN, RODNEY, M. D. Rodney Glisan, physician of Portland, son of Samuel and Eliza Glisan, was born at Linganore, Frederick County, Maryland, January 29, 1827. His ancestors were among the first English settlers of Maryland.

He was graduated in the medical department of the University of Maryland, in 1849, and after passing a severe competitive examination before a medical board, was appointed a medical officer of the United States Army, in May, 1850. Having served in this capacity for about eleven years on the plains, and in Oregon during her Indian wars, he resigned his commission and settled in Portland, where he has ever since been in the successful practice of his profession. In recognition of his services during the Indian hostilities in Oregon from 1855 to 1860 he was, in 1886, elected surgeon of the Grand Encampment of the Indian War Veterans of the North Pacific Coast, and still holds this honorary position.

While stationed in Oregon as an army surgeon, Dr. Glisan had an excellent opportunity to ascertain the efficiency of volunteer soldiers and unlike a certain class of regular army officers, he has ever entertained the highest opinion of their soldierly qualities.

Dr. Glisan was a professor in the first medical institution ever formed in Oregon, the Oregon Medical College, which subsequently assumed the name of The Medical Department of the Willamette University, in which he was for a long time a lecturer, and is still an emeritus professor. While an active member of this college, he felt the need of American text books in his department of obstetrics, none having been written for several years, and regretted the general use by American schools of the text books of Great Britain and continental Europe. In his effort to supply this deficiency he published in 1881, and again in 1887, his *Text Book of Modern Midwifery*. This was well received both in the United States and Great Britain. Its author had the pleasure of seeing a copy of it in the library of one of the most distinguished professors in Paris. He also saw his book in the libraries of several German professors at Vienna. A well known American practitioner has said of it: "that from the concise yet clear style, and the correctness of the teaching, the

student of midwifery will find it a profitable work for study, and the busy practitioner a satisfactory work of reference," while the *London Medical Times and Gazette* said of it: "We have read the book with much pleasure, and regard it as a valuable addition to obstetric literature. Its great merit seems to us to be this: that it is the work of a man who thinks for himself. Dr. Glisan not only shows a habit of independent judgment, but an amount of common sense which makes his opinions worth careful attention." The *London Lancet* gave the work the following endorsement:

"The first thing that strikes us in the book is independence; hardly an idea is adopted, in a work which must naturally consist largely of compilation, without digestion and assimilation, and the result or digested product bears the impress of the author's mind, the main characteristic of which is common sense."

Dr. Glisan is also author of a *Journal of Army Life*, and *Two Years in Europe*, the latter being his last work in book form. It is a book of travel and was very flatteringly received by the press; the *Literary World*, of Boston, in reviewing it said:

"Dr. Glisan, who is an Oregonian, covers a wider range of topics than Dr. Holmes, and detains his readers for a much longer period. He is sedate and sober, too, in comparison with Dr. Holmes, though his narrative is too instructive to be called commonplace, even when placed alongside the sparkling 'Hundred Days.' Dr. Glisan, who traveled in a deliberate and rather generously American fashion all over England and the Continent, skips about in his story in a way that would be rather destructive to the order of time-tables and guide-books, but is observing and judicious, manly and sensible. He is more plain-spoken as to the signs of the 'social evil' in London and Paris, than some less strictly professional travelers would care to be in print; in particular, he is emphatic in his opinion of the moral dangers to which young medical students are exposed in Paris, Berlin and Vienna; he preserves his total-abstinence habits throughout his trip, and ridicules the common caution not to drink water; he showed himself a bold man inspecting the crater of Vesuvius, and a plucky one in handling a pickpocket at Amsterdam. * * * Dr. Glisan received many attentions and saw something of society and inner life, and the pictures which embellish this handsome book are good engravings of photographs. The great centres of European life may be instructively and agreeably visited in his company."

Dr. Glisan has taken an active interest in the efforts put forward to elevate his profession through medical organizations. He was president of the Medical Society of the State of Oregon in 1875-6, and his address in rhyme delivered before the society attracted wide attention. It has since appeared in a volume entitled, "*Medical Rhymes*," edited by Hugo Erichsen, M. D. For many years Dr. Glisan has been a member of the American Medical Association. He took an active part in the Seventh International Medical Congress held in London, England, 1881, and was also a member of the Ninth International Medical Congress, which convened in Washington, D. C., in 1887. His paper, read by invitation before the latter Congress, elicited favorable comments in all the principal medical journals of America and Europe.

Dr. Glisan has written many articles on professional subjects for the leading medical journals of the United States, which are of great value as outlining in certain diseases peculiar and independent modes of successful treatment. Perhaps

the most prominent of his contributions to this class of literature appeared in the *U. S. Army Statistics*, (1855 and 1860), and in the *American Journal of the Medical Sciences*, (1865, 1878 and 1880). He has performed many important surgical operations. Among his notable cases were the first amputations of the shoulder and thigh, and the second operation for strangulated inguinal hernia, ever performed on the North Pacific Coast. Although relinquishing this branch of the profession, he is still a busy general practitioner.

Dr. Glisan has been one of the most industrious of men. He is especially noted for the unconquerable persistence with which he pursues whatever he undertakes. He possesses fine business qualifications united to great prudence, and has accumulated a large fortune. In everything pertaining to business or his profession, he is very methodical and always appears cool and collected. Owing chiefly to his temperate habits, he has always enjoyed good health, and has not for more than half a century refrained from duty, civil or military, for a single day on account of ill health, although exposed by day and by night in all climates, to the inclemency of the weather. He is religious, as the result of the clearest and most deliberate of convictions. He was originally a Methodist in faith, but since his residence in Portland, has been a member of Trinity Episcopal Church, where for over twenty years he has been warden. His views of men and affairs have been broadened by observation and by mingling with men of many countries. Although he has traveled extensively in Central and British America, in the United States and in Europe, he has seen no country that he prefers as a home, to Oregon. His personal character as a man of probity and high sense of honor, has been firmly established. In addition to his attainments as a physician, he is a thinker and writer who has shown a literary capacity of superior order, united to soundness of judgment and grace of expression which give to his writing and public utterances particular value. While he is in every sense a practical man, there is in his nature an element that is genuinely poetic. It is the vein of gold in the quartz of his more rugged virtues. Large property interests and genuine affection for his adopted city and State, have combined to make him an important factor in their material advancement, to which he has largely contributed.

The domestic life of Dr. Glisan has been one of singular congeniality and happiness. He was married in December 3, 1863 to Miss Elizabeth Couch, a native of Massachusetts and the youngest daughter of Captain John H. Couch, one of the founders of Portland. Mrs. Glisan is a lady of culture and refinement and devotes much of her time and energies to philanthropic and charitable work.

Dr. Glisan's career in Portland has been alike useful to the city and honorable to himself.

BELLINGER CHARLES B. Judge Bellinger was born in Maquon, Knox County, Illinois, November 21, 1839, and at the age of eight years came to Oregon with his parents and grand-parents. After receiving the advantages of a common school education, supplemented with some two years at the Willamette University, he began to read law at Salem, in the office of B. F. Bonham, at present United States Consul at Calcutta, and was admitted to the bar at the September term of the Supreme Court, in 1863. He immediately thereafter engaged in the practice of law at Salem,

in partnership with J. C. Cartwright, since United States District Attorney and Commissioner of Internal Revenue for Oregon; but now deceased. The firm rapidly acquired a good business, but unable to resist the allurements of politics, Mr. Bellinger gave up the law business to become the editor of a new Democratic paper, *The Arena*, which had been founded by Gen. John F. Miller, Hon. Joseph S. Smith and other prominent democrats. It was a time when what was known as the "Oregon Style" was in fashion. The paper was like its contemporaries, bitterly partisan and personal in its treatment of subjects and men under discussion. It was impetuous, unsparing, and as is always the case when controversy is carried on under like conditions, often most unjust in its treatment of those of the opposition.

Mr. Bellinger's health becoming impaired, he retired from editorial work in 1866, and with another gentleman engaged in mercantile business at Monroe, in Benton county, until 1869, serving in the mean time, in 1868, a term in the Legislature as a representative from Benton county.

In 1869, at the solicitation of Hon. N. H. Cranor, of Albany, Linn county, he removed to the latter place, under an arrangement by which he was to practice law with that gentleman and at the same time take editorial charge of the *State Rights Democrat* newspaper.

In the spring of 1870, following Mr. Bellinger's assumption of editorial charge of the *Democrat*, the Democratic State Convention which met at Albany, adopted what was known as the "equitable adjustment" platform, in which it undertook to straddle the then burning question as to whether the public debt, contracted in putting down the rebellion, should in whole or in part be repudiated. It was a cowardly concession to what was then believed to be a large element in the party in favor of repudiation. Mr. Bellinger, in the *Democrat*, denounced the straddle, declared that the only construction of the platform which could be permitted must favor the payment in good faith of the debt according to the terms in which it was contracted, and served notice on the candidates and party organs, who were already advocating the "equitable adjustment" of the debt, by which the debt might be paid in some part, or no part, as the exigencies of the future might require, that they must face about and repudiate repudiation, or the *Democrat* would repudiate the ticket and lead a revolt that would lose Linn county to the party in the election. This county was the bulwark of the party and was believed to be the stronghold of the repudiation element in the State. The attitude of the *Democrat* was the sensation of the campaign. The result was that in spite of the gibes and taunts of the republican journals that the democratic party and its candidates were being driven to surrender their convictions at the command of a country newspaper, the democratic campaign was thenceforth shaped upon the course marked out by the *Democrat*. The democratic party succeeded in the election and it was the opinion of the best politicians of the time, that the result was due largely, if not wholly, to the course of the *Democrat*, an opinion which nothing has since occurred to change.

Under Mr. Bellinger's management, the *Democrat* advanced rapidly in circulation and influence, but, editing a newspaper and practicing law at the same time, being incompatible, he sold out his interest in the paper to his partner, the late M. V. Brown, and in the fall of 1870, removed to Portland where he has since continued to reside engaged in the practice of the law.

In 1871, the then prosecuting attorney for the Fourth Judicial District, Ex-Governor Gibbs, having accepted the appointment of United States District Attorney, Governor Grover, acting upon the assumption that the two offices were incompatible and that the acceptance of the second office created a vacancy in the former one, appointed Mr. Bellinger to such vacancy. Governor Gibbs refused to surrender, but continued to hold both offices. An action of *quo warranto* was brought on the part of the new appointee to test the right of the latter to the office. A final decision in the Supreme Court in favor of the contestant was reached after the expiration of the term. The case, though unreported, has become a leading one and was often referred to in the Cronin-Watt electoral contest of 1876-7, certified copies of the record having been forwarded to Mr. Tilden's lawyers on their order, for use in that contest.

In 1872, Mr. Bellinger was the nominee on the democratic ticket for prosecuting attorney in the Fourth District, his opponent being Mr. Geo. H. Durham. The two candidates were old school mates and chums and the canvass made by them of the different counties of the district was more one of recreation than serious political work. The entire democratic ticket was overwhelmingly defeated in the election Mr. Bellinger with the rest.

In 1873, Mr. Bellinger went to the Modoc war with General John F. Miller, major general of the Oregon militia, in capacity of aid with the rank of colonel, and remained in that service until the appointment of the peace commission suspended military operations. He was in the battle of the Lava Beds, fought on January 17th, in which the United States troops under General Wheaton, the Oregon volunteers and a company of California volunteers, were defeated by Captain Jack, with heavy loss. He was upon General Wheaton's staff during the engagement and received honorable mention in that officer's report of the battle.

In 1874, Mr. Bellinger was appointed Clerk of the Supreme Court of the State, and ex-officio reporter of its decisions. While holding this position he served as chairman of the Democratic State Central Committee, during 1876 and 1877, covering the exciting period of the Tilden presidential campaign. In the fall of 1878, he resigned the clerkship of the Supreme Court, to accept the Circuit Judgeship for the Fourth Judicial District, then comprising the counties of Multnomah, Clackamas, Washington, Clatsop and Columbia. The docket of cases for trial in Multnomah county, was at the time phenomenal. There were seven murder cases pending and tried during the first term for the latter county held by the new judge, and above sixty indictments for felonies of different kinds were disposed of at the same term. The enormous criminal business of the district is shown by the fact that in the spring of 1880, more than one-half of all the convicts in the penitentiary, numbering a total of above two hundred, had received their sentence from Judge Bellinger. The civil docket during the same time was also an unusually large one.

At the general election of 1880 Judge Bellinger was his party's candidate for Circuit Judge but was defeated by Judge Raleigh Stott, owing to the overwhelmingly republican majority of that year and the popularity of his opponent. It was, however, an honorable defeat since he ran between eleven and twelve hundred votes ahead of his ticket and carried by large majorities some of the strongest republican

precincts in his own county. Upon retiring from the bench he resumed the practice of the law in partnership with Hon. John M. Gearin, and so continued until the fall of 1883, when he became a member of the firm of Dolph, Bellinger, Mallory & Simon.

He was married early in life to Miss Margery S. Johnson, of Linn County. Their children, four sons and three daughters, are all living and with two exceptions are grown.

Judge Bellinger, during his occupancy of the bench was noted for his courtesy, industry and acuteness, as well as for his learning and firmness. Policy had little, if anything, to do with his decisions, his conclusions being reached by critical analysis presented with legal and logical force. His experience as a judge served to increase his powers of advocacy, and largely adds to his equipment as a lawyer. Pains-taking in his investigations, acute in mind, familiar with practice and an adept in pleading, he was quickly noted, on his retirement from the bench as a member of the bar who had no superior in the difficult task of "trying a case after verdict," thereby snatching victory from the jaws of defeat. In advocacy before the Court he is nearly always severely logical, though when his case demands it no one is better able than himself to substitute plausibility for logic and make the "worse appear the better reason." In his jury appeals his own intellectuality causes him to address the head rather than the heart and hence his success in jury trials is greater with an intelligent than an ignorant panel. His wit is well known and often has his antagonists at the bar winced under his incisiveness. In the social circle, however, it is used only to please and not to wound, making him a genial companion, whose absence is regretted and presence always prized. His merits as a lawyer have become so well known as to secure him a lucrative practice in the conduct of causes for railway, banking and insurance corporations. His mind is noted for alertness; in all his actions moral sense is predominant; he is a reader, student and thinker; possesses unusual powers as a writer, and has talents in general that would make him conspicuous and bring him success in any station.

FAILING, HENRY, banker, and one of the leading business men of the Northwest, was born in the city of New York, January 17, 1834. His father, Josiah Failing, for many years an honored citizen of Portland, was born in Montgomery county, New York. Early in life he went to Albany, to learn the trade of paper stainer, and in 1824, accompanied his employer upon his removal to New York City. He served his apprenticeship and followed his trade until forced to abandon it on account of ill health. He then engaged in the trucking business, following this line of work for many years. During this period he served for several years as superintendent of public vehicles of the city. In 1851, he came to Portland and established the mercantile firm of J. Failing & Co., with which he was connected until 1864, when, having acquired a modest competency, he retired from active business.

Arriving in Portland at a period of rapid changes and growth, he in many ways became thoroughly identified with its progress and was soon called upon to take a prominent part in the management of public affairs. In 1853, he was elected mayor of the city and did much to give a proper start to the destiny of the place. He took a warm interest in educational matters, and as one of the trustees of the public schools,

devoted much of his time to their establishment and management. Their success in early days and present excellence are largely due to his efforts. He was an enthusiastic republican in political faith and was a delegate to the National Convention which nominated Lincoln for a second term, and of the convention which first nominated Gen. Grant. From the time he retired from business until his death, which occurred in 1877, his time and energies were largely devoted to religious and philanthropic work, and his aid and encouragement were freely given to all projects which had for their aim the moral and temporal good of his fellow men. He was ever the most modest and unassuming of men, but a man of strong character, abounding in good counsel and always ready to serve his friends and neighbors, but rather in a quiet than a public way. He was in many respects an ideal citizen, and has left behind him the record of a symmetrical, wholesome and worthy life.

Henry Failing was educated at a public school in New York, but began his business career at the early age of twelve in a French importing and shipping house. Two years later he entered the employ of Eno, Mahoney & Co., one of the largest wholesale dry goods houses in the city. Here he remained in the capacity of assistant book-keeper, also having charge of their foreign business, until 1851, when, with a younger brother, he accompanied his father to Portland. At this time the city was but a mere hamlet in size; containing not more than four or five hundred inhabitants. Father and son at once established the firm of J. Failing & Co., and began a general merchandising business. They built a store on a portion of the ground where Failing & Co.'s building now stands. Their business rapidly grew, and in a few years reached large proportions. Mr. Failing, senior, as previously stated, retired from the firm in 1864, and from that time until 1871, Henry Failing conducted it alone. In 1868, he began to restrict his business exclusively to hardware and iron supplies. Henry W. Corbett became associated with Mr. Failing in the hardware business, in 1871, under the present firm name of Corbett, Failing & Co., which, besides the principals named, now consists of Edward and James F. Failing, younger brothers of Henry Failing. This mercantile house does a wholesale business solely and is the largest establishment in its line in the Northwest.

In 1869, Mr. Failing and Mr. Corbett purchased nearly all of the stock of the First National Bank, the first bank established in Oregon under the national banking act, and for a number of years the only one west of the Rocky Mountains. Under their joint management, with Mr. Failing as president, this financial institution has been remarkably prosperous, and is now at the very head of the banking houses of the Northwest. Its capital stock in 1869, was \$100,000, but was shortly increased to \$250,000, and is now \$500,000, while its present surplus is \$650,000. Since his connection with this bank, Mr. Failing's time and energies have been principally devoted to financial affairs, in which he has shown himself to possess the highest order of ability. He is largely interested in other business enterprises and owns valuable real estate in and near the city of Portland, but it is as a banker that he is best and most favorably known.

Although never an aspirant for political honors Mr. Failing was elected Mayor of the city in 1864 as a citizens' candidate. He is a republican in political faith, and on State and national issues may be termed a party man, but in the management of local affairs he believes party lines should be ignored and that all good citizens should unite to secure the selection of those best qualified to administer the duties of

public office without regard to their party affiliation. It was this well known position of Mr. Failing which induced the citizens of Portland to urge him to become a candidate for Mayor in 1864, when they desired to emancipate the city from the rule of politicians. At the urgent solicitation of many friends he consented to become a candidate, and was elected. His administration was conducted on a purely business basis such as a good business man would employ in the transaction of his own business affairs. During his term a new city charter was obtained from the Legislature, and a system of street improvement and sewerage was inaugurated. So satisfactory to the people was his conduct of affairs that, in 1865, he was almost unanimously re-elected for a term of two years. He was again elected Mayor in 1875 and for another term most acceptably served the people. He has since taken no active part in local political affairs beyond that required of a private citizen who is deeply interested in the welfare of the city. He was appointed a member of the water committee of the city of Portland under the Legislative act of 1886, and has since served as chairman of the committee. This committee purchased and enlarged the old water works, but is empowered to build and now has plans under way for the construction of a new system of water supply.

For several years Mr. Failing was a regent of the State University; first having been appointed by Gov. Thayer and re-appointed by Gov. Moody. He is also a trustee of the Deaf Mute School at Salem; trustee and treasurer of the Children's Home, and of the Portland Library Association.

During nearly forty years Mr. Failing has been in active business life in Portland and has built up a large and rapidly growing fortune. It is needless to say that he has been a tireless worker. Such results as have crowned his life come to no dreamer of dreams and to no mere luxurious *dilettante*. He scarcely had a boyhood. At twelve he was at work and at seventeen carried upon his shoulders responsibilities fit to test the power of a mature man. His time from this period to the present has been almost completely engrossed in business, and although he has always lavished his energy upon his work he presents the appearance of one much younger than his years. This comes from an inherited robust constitution, an evenly balanced mental organization and a life free from excesses of any kind. He is keen and sagacious in business and possesses the highest order of financial ability, united to the power of apparently unlimited application of mind and body upon any project he undertakes. He has achieved a position in the financial affairs of the Northwest second to none in power and influence, but his naturally restless activity, buoyant spirit and physical vigor still urge him onward with all the force and energy associated with men many years his juniors.

Mr. Failing was married on October 21, 1858 to Miss Emily Phelps Corbett, sister of Hon. H. W. Corbett, who died in July, 1870. They had three daughters all of whom are living at home with their father.

Henry Failing is one of the strong and able men whose lives have been wrought into the history of Portland from the beginning of the city to the present day. He is a prominent man among those whose careers furnish the explanation of the growth, success and commanding position that Portland has achieved and so strongly maintains.

DOLPH, CYRUS A., of Portland, one of the most successful lawyers of Oregon, was born in Chemung, (now Schuylcr) County, New York, on September 27, 1840. Leaving school at the early age of eighteen he took up the occupation of teacher, and taught in the schools of his native county during the years 1859, 1860 and 1861. In the spring of 1862 he enlisted in the Government service from which he was discharged at Fort Walla Walla, Washington, in October, 1862, and came to Portland, where he has ever since resided.

While engaged in teaching, Mr. Dolph began the study of law as an accomplishment rather than with a view of adopting it as a profession, but he soon became so much interested in it that what had been taken up as a pastime he resolved to make his life work. With this end in view he began a systematic course of study and was admitted to the bar in 1866, immediately thereafter beginning the active practice of his profession.

In June, 1869, without solicitation on his part, he was nominated on the Republican ticket for the office of City Attorney for the City of Portland, and was elected by a large majority over Judge W. F. Trimble, now deceased. He served for the full term of two years, and his administration of the duties of the office was eminently satisfactory to the people. In 1874, during his temporary absence from the city, he was nominated by the Republican Convention for the Lower House of the Legislature, but he declined to become a candidate. Two years later he was tendered the nomination for State Senator, which he also declined.

Since his residence in Portland Mr. Dolph has been identified with most of the principal corporations which have been organized for the development of the city and State, and is now vice-president of the Northern Pacific Terminal Company of Oregon, and the Oregon Improvement Company. He was one of the founders of the Portland Savings Bank and the Commercial National Bank of Portland, for several years being a director in, and the attorney for both of these banks. For a number of years he was a director in the Oregon and California Railroad Company and during the years 1883 and 1884, was the general attorney of that company. He was also director in the Oregon Railway and Navigation Company from 1883 to 1889.

In 1883, Mr. Dolph was selected by Mr. Henry Villard, then president of the Oregon Railway and Navigation Company, and the Northern Pacific Railroad Company, as the general attorney of the first named corporation, and the consulting attorney in Oregon for the latter company. Notwithstanding the various changes in the management of these companies, which have occurred since that time, he has continuously held the positions named, meeting the many intricate and complicated legal questions which have arisen in relation to these two great companies with promptness and decision, and disposing of them to the entire satisfaction of both management and stockholders.

Mr. Dolph's attainments as a lawyer early gave him prominence in his profession, and not only has he enjoyed a lucrative practice for many years, but has already realized a handsome competency from his professional labors. Since 1883 he has been the senior member of the firm of Dolph, Bellinger, Mallory & Simon,—an association of legal talent of exceptional strength, character and ability.

Mr. Dolph has always been a zealous Republican in politics. He has, however, no political aspirations, and, with the exception mentioned, has consistently refused to become a candidate for office. The large interests with which he is identified, and

his business habits leave him with neither time nor inclination for the pursuit of office. Every part of the large and complicated business of his firm has his personal attention and supervision. He is a hard and conscientious worker. The law is said to be a jealous mistress, yet, Mr. Dolph's devotion to his profession entitles him to the place which he has in it. He is cautious without being timid, and is exceptional for the soundness of his judgment. Having a retentive and discriminating mind, he never forgets nor misapplies a case. He has in an unusual degree those qualities which distinguish the safe lawyer from a showy one. Steadfast in his friendship; conservative in his judgment, when the conduct of others exposes them to censure; considerate of the feelings of his fellows; scrupulously careful of the rights of those with whom he is brought into business relations, and conscientious in all he does, he is deservedly held in high esteem by all who know him.

LOWNSDALE, J. P. O. There are few business men more favorably known in the metropolis of the Northwest than the gentleman of whom we write. His operations in real estate have been of the most reliable character, and the services that he has rendered the city in calling attention to her advantages have been very great. In his personal character he has maintained an integrity worthy, not only of the highest commendation, but of the imitation of young men.

He was born in Princeton, Gibson county, Indiana, January 1st, 1830, the son of Daniel H. Lownsdale, the early owner of the central part of Portland. At the age of sixteen he entered the dry goods store of an uncle, of his native place, in whose employ he remained until at the age of twenty-one (1851) he came, at the request of his father, via the Isthmus of Panama, to Portland. He was here engaged in merchandising, until in 1853 he embraced the opportunity to return East, via the plains route, on horseback, with Captain Hiram Smith. He entered into partnership with his uncle in Indiana—the business proving very successful to all parties concerned. He was married in 1854 to Miss Sarah R. Milburn, a daughter of Robert Milburn, Esq., one of the leading citizens of Princeton. During his residence at his old home, he was honored with various public trusts and offices in the town and county. In the spring of 1862, however, learning of the failure of his father's health and desiring to see him, he undertook once more the journey to our State, by the Isthmus route, but reaching San Francisco the news was received of the father's death, which occurred at about the time the journey began. The duties of administrator now devolved upon him, and made necessary a protracted stay at Portland.

But in due course of administration, notwithstanding many complications, settlement of the estate was made to the full satisfaction of all interested.

In the meantime, Mr. Lownsdale had become a citizen of Portland, and, in 1863, was elected to fill a vacancy in the city council, and was afterwards elected for a three-years term. At the close of this he was narrowly defeated, by Thos. J. Holmes, for mayor. The city was then democratic, while Mr. Lownsdale ran on the republican ticket. This election will be memorable for the sudden death of Mr. Holmes, who died on the day succeeding the election—a demise due to the excitement of the campaign. Mr. Lownsdale was appointed upon the Board of County Commissioners to fill the position left vacant by the election to the United States Senate of the

incumbent, Hon. H. W. Corbett, and he held the office a second term by election, declining further preferment. He continues his business with unabated interest and success.

His family consists of wife and four grown children. The eldest, a daughter, is the wife of Mr. E. M. Hall, who is operating quite extensively upon claims in the Coeur d'Alene mines. The two older sons are in successful business of their own.

In Mr. Lownsdale we find exemplified that sturdy devotion to business and progress, which have not only realized all that the State is at present, but which contains the promise of a flourishing future.

REED, S. G., of Portland, one of the city's most useful and progressive citizens, was born at East Abington, Massachusetts, April 23d, 1830. His early education was received in the public school of his native town, but he afterwards attended a private school and academy. He came to San Francisco, by way of the Isthmus of Panama, in the spring of 1852, and in the following autumn came to Oregon, where he has ever since resided. He was a clerk in the mercantile house of W. S. Ladd & Co., from the fall of 1855 until the 2d day of April, 1859, when he became a partner in the business, under the firm name of Ladd, Reed & Co.

In 1858, he purchased W. B. Wells' interest in the steamers *Senorita*, *Belle* and *Multnomah* and for many years from this time was one of the leading spirits in the development of the steamboat interest on the North Pacific coast. The steamers named were subsequently merged in the Oregon Steam Navigation Company's line. This company was first organized under the laws of Washington Territory, December 27, 1860, at which time its entire assets amounted to only \$172,500. It was re-organized with a capital stock of \$2,000,000, under the laws of Oregon, on October 18, 1862, with J. C. Ainsworth, D. F. Bradford, R. R. Thompson, and S. G. Reed as incorporators. Mr. Reed was a director in the company from the date of its organization, and on July 27, 1864, was elected vice-president, remaining in that position until the final transfer of the property to the Villard Syndicate for \$5,000,000, in July, 1879, at which time it was merged in the Oregon Railway and Navigation Company. During the period of its existence the Oregon Steam Navigation Co. had a most important bearing on the commercial development of Oregon. In 1867, it had grown to be such a powerful and wealthy corporation that it paid taxes on a valuation of \$357,100, while the total assessed valuation of Multnomah county was only \$5,400,800.

From year to year, the company not only added to and perfected its line of elegant steamers, but, in 1862, built the portage railroads at the Cascades and Dalles; in 1868, built a telegraph line from Portland to The Dalles, and in 1878, purchased the Walla Walla and Columbia River railroad, running from Wallula to Walla Walla. So successful was the management of the company that these improvements and additions to its property were made out of the earnings of the company without a single assessment upon the stockholders, and from 1867 to 1879, inclusive, the company paid dividends to the amount of \$2,702,500, while the amount paid out for purchase and construction during this period was nearly \$2,000,000. These figures give an idea of the immense business done by the company and is a record seldom, if

ever, surpassed by any similar corporation. In achieving this remarkable success, Mr. Reed bore a conspicuous part, and it furnishes the best evidence of his business sagacity.

While his time was largely devoted to the direction and control of this company, he, in 1871, in connection with W. S. Ladd, made large investments in farming lands in the Willamette Valley, which have since been brought to a high state of cultivation. He also imported fine grades of horses, cattle and sheep and has done much to improve the breeding of stock in Oregon.

In 1879, Mr. Reed was interested with Mr. A. Onderdonk and D. O. Mills in the contract for building the first section of the Canadian Pacific railway, from Port Moody to Kamloops, British Columbia.

He has been president of the Oregon Iron and Steel company since its organization, April 22, 1882, at which time it was incorporated with a capital stock of \$1,500,000, and at the same time bought out the Oswego Iron Company. The present company erected a modern blast furnace and pipe plant and improved its water power, and is now turning out pig iron and cast iron pipe, being the only concern manufacturing iron pipe on the Pacific Coast, the nearest plant being at Pueblo, Colorado.

Mr. Reed is largely interested in mining and is president of the well known "Connor Creek Mining and Milling Company," which is operating a valuable gold mine in Baker county, Oregon. This property is rich in ore and has been worked continuously for the past sixteen years. A new vein is now being tapped at a depth of four hundred feet. The ore is free milling and the present capacity of the mine is thirty-five stamps, which are run by water power. Mr. Reed is also owner of the Bunker Hill and Sullivan Mines in the Cœur d'Alene district, Idaho, which he purchased in 1887. These mines are large producers of silver and lead ore.

In all of his business operations, Mr. Reed has been bold and enterprising. He possesses that rare courage which, when added to good judgment, is so necessary to success in new and novel enterprises of great magnitude. His plans are carefully laid and he is not easily turned aside from any project he undertakes, however serious the obstacles may appear that oppose his way. Temporary disarrangements of his plans by unforeseen mishaps, disturb him but little; he simply commences anew, tries other expedients and is very apt to succeed where a majority of men would have succumbed at the first failure. He is naturally hopeful, is full of resources and is strongly self-reliant; and when his judgment approves a course, is not afraid to stand alone. More than once in his career have these elements in his character been conspicuously shown and almost uniformly have results vindicated the correctness of his judgment.

The city of Portland has been benefited in many ways by his efforts. No one has more confidence in the city's destiny as a great center of trade, commerce and mechanical industries, nor more freely contributes to all objects which seem likely to advance the city's prosperity. He has erected several buildings which have added to the city's architectural appearance, notably the Abington building, the largest and finest office building in the city. He is a republican in politics, and although he has positive views as to the conduct of public affairs and is a strong believer in the principles of his party, he has no taste nor inclination for

political life. The management of extensive business interests, for which he is mentally and physically so ably adapted, offers to one of his temperament by far a more congenial and useful field.

Mr. Reed was married in October, 1850 to Amanda Wood, of Quincy, Massachusetts. Their home on First street is one of the finest residences in the city, where he delights to entertain his friends and where his chief comforts and happiness are to be found.

KELLY, JAMES K. For many years James K. Kelly has been a prominent man in the legal and political history of Oregon, and has left upon the annals of this section of the Union the impress of his personality. In positions of honor and trust he has maintained an exalted standard of excellence and according to the dictates of his conscience and judgment his influence has been cast for the agencies he believed to be conducive to the true interests of the people. A fitting record of the part he has borne in many important events during his long residence in Oregon, very properly belongs to any history pertaining to this portion of the State.

He was born in Center County, Pennsylvania, in 1819. Until he attained the age of sixteen years his life was spent upon a farm. He was prepared for a collegiate course at Milton and Lewisburg Academies, and became so far advanced in classical and mathematical learning that in 1837 he entered the junior class at Princeton College, New Jersey, from which institution he graduated in 1839. In the fall of 1839 he went to Carlisle, Pennsylvania, and commenced the study of law in the law department of Dickinson College, then under the professorship of John Reed, L. L. D. He graduated in the fall of 1841 and shortly thereafter began the practice of his profession at Lewistown, Pennsylvania. He had been in practice but a short time when he was appointed Deputy Attorney General for Juniata County, by Ovid F. Johnson, Attorney General of Pennsylvania, and was re-appointed by Mr. Johnson's successor, John K. Kane, Attorney General under Hon. Francis R. Shunk, Democratic Governor of the State. He held the position until the death of Gov. Shunk, when he was removed by the succeeding Whig governor.

He continued the practice of law at Lewistown, until March, 1849, when, in company with thirteen others he started for California, arriving in San Francisco in July, 1849. The gold excitement was then at its height and Mr. Kelly tried his fortune at mining, working in the Southern mine in Calaveras County, and at Jamestown and Murphy's diggings. He was thus engaged until the early part of the winter of 1849, having been moderately successful, realizing some \$2,000. He then went to San Francisco and resumed the practice of his profession. Here he remained until May, 1851, when he came to Oregon and linked his destiny with the then new territory.

His first summer in Oregon was passed at a place then known as Pacific City, near where Ilwaco now is. In the fall of 1851 he settled in Oregon City, where he opened a law office in partnership with the late A. L. Lovejoy. Mr. Lovejoy was at that time a member of the Oregon Legislature and during the session of 1852-3 he was instrumental in having Mr. Kelly appointed one of the Code Commissioners to prepare a code of laws for Oregon Territory. Mr. Lovejoy at the same time was appointed Postal Agent, which caused their partnership relation to be discontinued.

In the summer of 1853 the Code Commissioners, consisting of Mr. Kelly, as chairman, and Judge R. P. Boise and D. R. Bigelow, prepared the first code of laws for the territory.

In 1853 Mr. Kelly was elected a member of the territorial council from Clackamas County to fill the vacancy caused by the resignation of Mr. Lovejoy, and at the end of the year was elected for a full term of three years, during this period serving for two years as president of the council.

When Governor Curry called for volunteers to defend the settlers in the Indian war of 1855, Mr. Kelly volunteered; raised a company at Oregon City and was elected its captain. With his command he crossed the Cascade Mountains over the Barlow road and joined other companies which had arrived at The Dalles. Here, in accordance with instructions from Governor Curry, an election for line officers was held, resulting in the choice of J. W. Nesmith as Colonel and Mr. Kelly as Lieutenant Colonel. Soon after the selection of regimental officers, Colonel Nesmith took five companies of the regiment and went into the Yakima country to pursue the hostile Indians, leaving Lieutenant Colonel Kelly with the left wing of the regiment at The Dalles. Lieutenant Colonel Kelly was subsequently ordered to proceed with his command to Fort Henrietta on the Umatilla River; where he arrived on the 29th of November, 1855. Learning soon after that the Indians were in force in the vicinity of Fort Walla Walla he determined to march upon them without delay. His command moved at night on the 2d of December, across the hills from the Umatilla River and on the 30th arrived at old Fort Walla Walla, now Wallula. On the 7th, while the troops were leaving the mouth of the Touchet, an engagement with the hostile Walla Wallas, Cayuses, Umatillas, Palouses and some of the Snake tribes, took place. The Indians were pursued a distance of seven miles from the mouth of the Touchet up the Walla Walla River in a running fight, until they made a temporary stand on Dry Creek, from which point they again fled a short distance beyond Dry Creek where they made a determined stand. Here a desperate battle occurred which lasted four days, resulting in the Indians being driven with great loss north of the Snake River, leaving the volunteers in full possession of the Columbia Valley north of Snake River. Lieutenant Colonel Kelly was highly complimented for the admirable way he handled his men. "The bravery of the volunteer and their gallant conduct in charging and dispersing the enemy time after time," says one historian, "is worthy of the highest praise. Veteran troops could not have done better service."

A few days after this encounter Lieut. Col. Kelly left his command and went to Salem in order to attend a session of the legislature of which he was a member. Before going, however, he had ordered an election to be held to fill the vacancy caused by the resignation of Col. Nesmith, which resulted in the selection of T. R. Cornelius, as Colonel. In March, 1856, following the close of the legislative session of that year, Lieut. Col. Kelly returned to Camp Curry where the troops were stationed and rejoined the regiment then under command of Col. Cornelius. He proceeded with the regiment a few days later into the Palouse country in pursuit of hostile Indians, enduring all the hardships and privations of this memorable campaign. After the return of the regiment, Col. Kelly was left in charge of the few troops in Walla Walla Valley, Col. Cornelius having gone into the Yakima country. Here he remained until May, 1856, when the regiment was mustered out

of service. Thus ended the campaign, and the volunteers who had so valiantly fought in the field and endured uncomplainingly so many hardships, returned to their homes.

Colonel Kelly resumed the practice of law in Oregon City after his return from military duty, and in 1857 was elected a member of the State Constitutional Convention, and three years later was elected State Senator to represent the counties of Clackamas and Wasco, for a term of four years. Soon after his election he was tendered the appointment of United States District Attorney by President Buchanan, but he declined the proffered honor, preferring to hold the office of Senator.

Colonel Kelly's proficiency as a lawyer was soon recognized, and early in his residence at Oregon City, he acquired a lucrative practice. The money he thus gained from his professional work he invested in extensive warehouses on the west side of the Willamette Falls, but they were swept away by the great freshet of 1861, and he was left as poor as when he came to Oregon. He was undismayed by this misfortune and it simply had the effect to spur him on to greater exertion in his profession. In December, 1862, he removed to The Dalles, where he continued the practice of law until 1869. He was the democratic candidate for Congress in 1864, but the State was strongly republican and he was defeated.

In 1866, Col. Kelly was nominated for Governor by the democratic convention, his republican competitor being George L. Woods. It was a hotly contested election and the returns showed a majority of only a few votes over 300 for the republican candidate. This majority, a large body of the citizens of the State believed and insisted was caused by the fraudulent rejection of many democratic votes in Grant county. Ground for this belief was furnished by the fact that all the republican candidates in that county who assumed office upon the return of the votes primarily made at this election, were, after a full investigation of the frauds charged, declared not elected, and compelled to vacate their offices. The gubernatorial election was not contested in the State legislature, but upon a count of the votes returned, Governor Woods was declared to be elected by the then legislature. Two years later when the democrats had a majority in the legislature, many of the democratic members were disposed to recount the vote cast two years before, even against Col. Kelly's objection to such action. To avert this, most of the republican members resigned, leaving no quorum to transact business, taking this action before any appropriations had been made for State or other purpose, and in consequence none were made until 1870.

In 1870, the democrats having control of the legislature, Col. Kelly was elected United States Senator. In this position he served the State with his accustomed efficiency. He was one of the attorneys who argued the Oregon election case before the electoral commission of 1876, and in a long speech ably defended the position and actions of his party. After the expiration of his senatorial term he returned to Portland where he had located in 1869, and where he has since continued to reside.

Upon the re-organization of the judiciary of the State in 1878, and the formation of a separate Supreme Court, he was appointed Chief Justice, which position he held until July 1, 1880, since which he has pursued the practice of his profession, taking that place among his professional brethren which his long experience and high abilities as a lawyer and sterling qualities as a man, have justly won.

Possessed of a strong taste for politics, Col. Kelly, soon after his settlement in Oregon, was led to take an active part in the stirring political events which preceded the transition from territorial to State government. From that period, until his retirement from political life some years ago, he wielded a power and influence which had an important bearing on many important measures. He has always been a democrat and his unflinching adherence to and able defense of party principles endeared him to party associates, while his keen practical sense, honesty and integrity and strong personality, naturally made him a leader. As a lawyer Col. Kelly is earnest and honest in the assertion of the rights of his clients, careful in the preparation of cases, well versed in the principles of his profession, discriminating in the application of precedents and in the citation of authorities and skillful in the conduct of his causes. To these elements are combined those mental and moral qualifications requisite for an accomplished and successful advocate and counsellor. As Chief Justice of the highest court in the State, his opinions bore indubitable evidence of careful and extended research and showed the possession of an honest, clear, logical mind; the grasp of legal principles, the unfailing purpose and independent courage which surely led him to right conclusions. Indeed, it is but simple justice to say that during the two years he occupied this high judicial position he fully justified the confidence of his friends and firmly established an enviable reputation as a jurist.

Col. Kelly was married in 1863 to Miss Mary Millar, daughter of Rev. James P. Millar, deceased. They have had two children, a son and a daughter.

MACLEAY, DONALD, was born at Leckmelm, Ross Shire, Scotland, in August, 1834, and comes from an honorable ancestry. He was educated under a private tutor and at the academy in his native town. At the age of sixteen he accompanied his parents to Canada, settling on a farm near the village of Melbourne in the province of Quebec.

At the age of twenty Mr. Macleay began his business career in partnership with George K. Foster, a merchant at Richmond. Mr. Foster was a man of large means and of excellent business capacity and had much to do in moulding the character and forming the business methods of his young partner.

In 1866 Mr. Macleay became a partner with William Corbitt in the wholesale grocery, shipping and commission business in Portland, establishing the now widely known firm of Corbitt & Macleay. Their efforts were rewarded by almost immediate success and so rapid was the growth of their business that by the year 1870 they had acquired a high place among the leading merchants of the Northwest. With one exception they were the first to send wheat from Oregon to England, sending the vessel *Adeline Elwood* in 1870. In the following year several vessels were consigned to them from Europe loaded with railroad iron and returned with cargoes of wheat. They were also among the first to perceive the future of the salmon trade and early engaged in canning salmon on the Columbia, exporting the first goods of this kind from Oregon.

In 1869 Mr. Macleay brought a younger brother, Kenneth Macleay, from Canada, and in 1870 he became a member of the firm.

The firm began trade with China, Australia and the Sandwich Islands in 1872-4, purchasing several vessels for their use in carrying on their business. Well deserved

success awarded their efforts in this direction as had been their fortune in other business enterprises. A certain amount of their profits the partners agreed to invest in real estate. Mr. Macleay accordingly purchased real estate in Portland which during recent years has increased enormously in value, which with his prosperous business ventures in other directions has made him one of the wealthiest men of the city.

Mr. Macleay has always been a progressive, public spirited citizen and if great success has come to him he has also been generous with his time and means in aiding all enterprises which promised to add to the prosperity of his adopted city and State. Through his exertions a large amount of foreign capital has been invested in Oregon. For many years he was local president of the Oregon and Washington Mortgage Savings Bank, of Dundee, Scotland. During late years he has been a director and chairman of the local board of the Dundee Mortgage and Trust Investment Company, of Scotland, through which corporation loans amounting to millions of dollars have been poured into the Northwest.

The work incident to the development and continuance of the business which the firm of Corbitt & Macleay represent comprises but a part of the interests which Mr. Macleay's activity and business management have largely created and placed upon a permanent and prosperous basis. He is a director in the Oregon and California Railway Company; in the Portland and Coast Steamship Company; in the Portland Telephone and Electric Light Company; in the Anglo-American Packing Company; in the Portland Cordage Company; in the North Pacific Industrial Association; the Portland Mariner's Home, and the Salem Flouring Mills Company. He has also been a director in the Portland Flouring Mills Company, the Oregon City Flouring Mills Company, the Ocean Ship Company, the Oregon Southern Improvement Company and vice-president of the Oregon and California Railroad Company. In all of these corporations Mr. Macleay has been a stockholder and all of them have received the benefit of his business acumen, and practical experience.

The City of Portland has been enriched in many ways by his exertions in its behalf. Whatever has tended to the unbuilding of its commercial affairs has always found in him ready support and encouragement. The business community readily concedes the great value of his services and as a mark of approval he was elected, in 1881, president of the Board of Trade, a position which he has ever since held, having thus been the recognized head of the mercantile community during the most prosperous years in the city's history. In all the measures the board has advocated, which have been acknowledged to have been wise and beneficial to the city, he has been foremost, never begrudging his time or means, if they promoted the general good.

The career of this practical, progressive business man has in every way been most commendable. He is naturally a man of positive, well grounded convictions, and is open and candid in his avowal of them. His position on any questions of public policy is never one of doubt or hesitancy. His business career, his private and public life, are above reproach, and his honesty is of the character that needs no profession but makes itself felt upon all with whom he comes in contact. While absorbed in business, he has a social side, which leads him to seek and take delight in human association. For several years he was president of the British Benevolent and St. Andrew's Societies of Portland, and is still a liberal member of both organizations. He was one of the charter members, and at one time president of the Arlington Club,

the leading social organization of Portland. He has traveled extensively in Europe and America, and in 1878-9, made a tour of the world, the trip being of thirteen months duration; but in most of his travels business is combined with pleasure, for his extensive business interests in several European cities often require his presence.

In personal appearance Mr. Macleay is spare in figure and of medium stature, while in features he unmistakably shows the true Scottish characteristics. He is a quiet, thoughtful, determined man, whom no success would unduly elate or no difficulties discourage. All his life he has made haste slowly, but his mental processes are quick and he readily grasps and comprehends everything to which his attention is directed. He is thorough master of himself and always plans wisely and executes promptly. He is still in the full vigor of manhood, and his elastic constitution gives promise of many years of active usefulness.

Mr. Macleay was married in March, 1869, to Miss Martha Macculloch, daughter of Mr. John Macculloch, of Compton, Canada. Although a native of the Dominion she was of Scotch descent. She died on the 22d day of November, 1876. She was a devout Christian, a woman of cultivated mind, and her kindness of heart and many acts of charity and benevolence endeared her to all who knew her.

Of their four children, the two eldest daughters, Barbara Martha and Edith Macculloch are completing their education in England and the remaining daughter, Mabel Isabel, and the only son, Roderick Lachlan, are attending school in Portland.

DELASHMUTT, VAN B., the present Mayor of Portland, was born in Burlington, Iowa, July 27, 1842. Ten years later the family came to the infant territory of Oregon, and settled on a farm in Polk county, in the Willamette Valley.

The monotonous life of a farmer's boy illly suited the naturally adventuresome disposition of young DeLashmutt, and at the age of fifteen he went to Salem, where he secured employment in the office of the *Salem Statesman*, as an apprentice to learn the printers' trade. With characteristic earnestness and energy the apprentice served three years, and at the end of that time came out a finished printer. Work in other offices occupied his time for the next year or more.

When the news that Fort Sumpter had been fired upon, in April 1861, and that President Lincoln had called for 100,000 troops, reached Oregon, young DeLashmutt determined to join the forces of the loyal North to suppress the rebellion. At that time the means of quick communication between the east and the Pacific coast were not very good, and in order more promptly to enlist in the cause, he went to San Francisco. Here, on the 28th of September, 1861, he became a member of Company G, Third Infantry California volunteers, commanded by Col. D. Edward Conner, afterwards promoted to General for gallant service at the battle of Bear River. The regiment was organized for service in the south, but to the great disappointment of the enthusiastic and patriotic volunteers, they were sent to Utah to guard the overland route from the Nevada line to Julesburg. During its term of service, the regiment had many conflicts with the Indians and endured as much hardship and privation as most regiments at the front.

While stationed at Salt Lake City during the latter part of his enlistment, Mr. DeLashmutt and others of the command, began the publication of the *Union Vidette*, the first daily issued in the Mormon capital. It was issued for some years, and did good work in throwing hot shot into the camp of mormonism.

Some months after his discharge, Mr. DeLashmutt went to Nevada, lured there by the tales of sudden fortunes made in the recently discovered silver mines. He settled down in Washoe City and for a time was engaged in publishing the *Washoe Times*. In the winter of 1865-6 he returned to Oregon, and for two years held a printers' case on the *Oregonian*. With the money he saved during this period, he embarked in the grocery business at the corner of First and Taylor streets. In 1869 he received H. B. Oatman as partner. The relationship continued for one year, when the business was sold, and Mr. DeLashmutt, for one year thereafter, engaged in the real estate business with G. C. Rider. In 1871, he opened a brokerage office with H. B. Oatman, his former partner. At this time, Mr. DeLashmutt, by prudent management, had gained a good foothold on the ladder of business success and was well prepared to take advantage of the general prosperity the inauguration of the railroad system in Oregon created, and from that time to the present he has been a positive force in the business community of Portland.

In September, 1882, with H. W. Scott, Judge W. W. Thayer and others, he incorporated the Metropolitan Savings Bank, with a capital of \$150,000. The inception of this institution was beset with many difficulties, but Mr. DeLashmutt soon showed that he had a positive genius for financiering and he so managed the affairs of the bank that it became a prosperous institution. His success was indeed phenomenal, and established on a high plane his reputation as an able and shrewd financier.

On the foundation laid by the success of the Metropolitan Savings Bank, was organized, on June 7, 1886, the Oregon National Bank of Portland, with a capital of \$100,000, which was later on increased to \$200,000. Mr. DeLashmutt has been its president ever since its incorporation under whom its affairs have been so ably conducted, that an enormous business is being transacted, and a high standing in financial circles has been secured.

Perhaps Mr. DeLashmutt is best known outside of the city for his extensive mining enterprises. He was among the first to recognize the richness and value of the mines of the Cœur d'Alene region. Here he early made large investments and he now owns a controlling interest in five of the largest mines in that wonderfully rich quartz district, the Sierra Nevada, Stemwinder, Granite, California and the Inez. At their present value these mines are worth \$2,000,000, and two of them have declared dividends amounting to \$100,000. These mines will be a source of wealth for many years to come, and their productive capacity will be largely increased by their further development.

It was in connection with his mining enterprises that Mr. DeLashmutt rendered almost invaluable service to the city of Portland and the people of Oregon and Washington. With his usual sagacious foresight he saw that the joint lease of the Oregon Railway and Navigation Company to the Union Pacific and Northern Pacific was especially inimical to the best interest of Portland as well as of the whole Northwest, and that the interest of this entire region was threatened with the stoppage of competitive transportation and the cessation of construction of much needed lines of railway. The danger was seen by many others but no one had the courage to try conclusions with three of the most powerful corporations in the United States. It was found that an injunction suit was the only means of preventing the proposed consummation. While others indulged in protestation and argument Mr. DeLashmutt was the only

man of means who had the courage to enter the lists against the corporations. He bravely brought the injunction suit. This alarmed the railroad magnates and they sent for some of Portland's leading business men to come to New York to join them in a conference. Fair promises were made by the promoters of the joint lease scheme and every honorable means was employed to induce Mr. DeLashmutt to change his position and permit the consummation of the lease, but he stood firm and gave his final answer while en-route home when he wired from Chicago to Mr. Villard in New York City: "Whatever others may do I will not voluntarily dismiss the injunction suit." This courageous stand had the effect of defeating the proposed action and for it Mr. DeLashmutt is entitled to the thanks of the people of Portland and the State of Oregon. With the O. R. & N. Co., unincumbered Portland can hold her own against all competitors. Already the good effects of Mr. DeLashmutt's stand are apparent in the renewed activity of the O. R. & N. Co. to secure new territory and push its lines to Spokane Falls and the Cœur d'Alene mines.

In May, 1888, Mr. De Lashmutt was elected Mayor of Portland by the City Council to fill the unexpired term of Mayor Gates, deceased, and two months later was re-elected by the people by the largest majority ever received by any Mayor. In this position he has now served for two years, and he has given the city an able administration of its affairs which has met the hearty approval of the people. He has the administrative and executive ability which admirably fits him for public life. He has vigilantly guarded the interests of Portland, and within the sphere of his official authority has exercised the same care and good judgment which he has ever exhibited in his private business affairs.

Progressive and public spirited, Mr. De Lashmutt has borne a leading part in all the enterprises which for many years past have aided the general prosperity of Portland. He is a large property holder here and all his interests are linked with the city's welfare. As a business man he is especially noted for the quickness with which he grasps the most complicated details and the steadfastness which plans once determined upon are pursued. He possesses a certain boldness in his business methods which comes only to those who are complete masters of the work they intend to do and who have confidence in their own judgment. No one is more careful and conservative than he, but when he fully determines on a course of action he is as firm as a rock and has no lack of courage to face every consequence which may arise. He is now in the very prime and vigor of manhood, full of life, energy and enterprise, and, with abundant means to carry on his rapidly increasing enterprises and support his financial responsibilities, it is safe to presage that still greater emoluments and honors await him in the years to come.

He was married in Portland in 1869, to a daughter of Rev. Albert Kelly, who came to Oregon in 1850. The children of Mr. and Mrs. De Lashmutt are two sons and a daughter. The family home, situated at the corner of Twelfth and Columbia streets, is a beautiful one, and Mrs. De Lashmutt is well known among the deserving poor for charity and kindness.

GREEN, HENRY D., for many years a prominent figure in the commercial affairs of Portland, was born in Tompkins county, New York, October 16, 1825. Shortly after attaining his majority, in 1853, he came to Oregon and established himself at Astoria, in partnership with W. Irving Leonard. This firm purchased the mercantile

business house of Leonard & Green, which was established at that point in 1850, by John Green and H. C. Leonard, at that date the only mercantile house, except the Hudson Bay Company's trading post, at the mouth of the Columbia river.

He remained at Astoria until 1856, when he closed out his business and removed to Portland. The city was then just beginning to be a place of commercial importance and his natural business abilities found a congenial field. In 1858, he procured from the legislature of the State and the city council of Portland the franchise for the present gas works of the city, and in connection with his brother, John Green, H. C. Leonard and Captain Wm. L. Dall, of the Pacific Mail Steamship Company, completed, in 1859, the erection of the first gas works in Oregon, and third upon the Pacific Coast, those of San Francisco and Sacramento City being the only ones at that date in operation. He was the superintendent and general manager of the Portland works from their inauguration until his death and the prosperous financial history of this corporation was largely due to his sagacious generalship.

In 1861, Mr. Green, in connection with his brother and H. C. Leonard, purchased the Portland water works from the original grantee, Robert Pentland. At that time the whole plant consisted of less than one mile of small wooden pipe, and the source of water supply was the small stream in Caruther's canyon, where a pump was located in the saw mill at the foot of Mill street. Mr. Green at once commenced the foundations of the present water system of the city. He was president of the company and at the date of his death, the corporation had grown to be one of the strongest in the city. The plant had been yearly increased to keep pace with the growth of the city until over thirty miles of iron mains, from three to thirty inches, had been laid within and without the city. The three reservoirs now in use and the substantial pumping works, with a daily capacity of 12,000,000 gallons were constructed under his personal supervision. Besides these two corporations, he was one of the principal promoters of and a director in the original Oregon Iron Works Company, at Oswego, which company erected the first works for smelting iron ores and the manufacture of pig iron on the Pacific Coast, and which is now merged into the extensive Oregon Iron and Steel Company.

In all of the various public enterprises to which Mr. Green devoted the prime of his life, he exerted a powerful influence, and was one of the most public spirited citizens of Portland. He was a man of excellent business judgment and far-seeing sagacity, and one to whom the management of large enterprises furnished a fitting scope for his wonderful physical and mental energies.

The death of this successful and popular citizen was most sudden and unexpected. In the month of February, 1885, while apparently in his usual robust health, he made a trip to the Atlantic States. In March, while in New York, attending to some business engagement and expecting soon to start for his home, he was stricken down and died before any of his family knew he was ill. The news of his death was a shock to the entire community where for nearly thirty years he had been such a well known and prominent character. Thus suddenly ended the career of this genial hearted pioneer of Portland. Nature had dealt kindly with him, indeed. He was a man of commanding figure and unusually graceful person. He was a self poised character, a man who rose to wealth without resorting to oppression and one whose courage was only equalled by his modesty. Faults he had, as men have had before him, but they were those common only to men of generous natures. Kindly will he

be remembered by all who ever knew the sterling worth of his character; by all who came within the influence of a nature as frank as a boy's and of a heart as warm and tender as a woman's.

For years Mr. Green resided with his family in the lower part of the city, but, in 1873, he purchased at the head of B street one of the most picturesque of the many sunny slopes which girt the western limits of the city, known as "Cedar Hill." Here with spacious grounds beautifully laid out, he erected a house, which for the majestic panorama of river, mountain and forest it commands is not excelled on the Pacific Coast. The adornment of this delightful site was an unfailing source of pleasure to him and the superb taste he displayed is evinced on every hand. It was, indeed, the fitting abode of a man whose chief delight was in his home and whose friends were a loyal legion.

Mr. Green was united in marriage in Portland, in 1863, to Miss Charlotte Jones, who, with four children—two sons and two daughters—survive him, and reside in the lovely home his artistic eye had designed, and which is hallowed by so many pleasant memories.

MITCHELL, JOHN H. For a quarter of a century the subject of this sketch has been one of the most prominent figures in the political history of Oregon. Becoming a citizen of the State soon after it was invested with the sovereign dignity of statehood, he at once became an active man in the political arena, and so rapid was the growth of his influence that within six years he had served a term with distinguished credit in the State Senate, and was the choice of a large body of his party associates for the highest office the State had to bestow. This distinction, that his friends thus early in his career desired to confer upon him, was deferred but a few years later, when he was elected to the position of United States Senator, and is now serving a second term. His career in the highest Legislative body in the United States has been an active one and covers a period the most prolific in grand results in the history of the Pacific Northwest.

He was born in Washington County, Pennsylvania, on the 22d day of June, 1835. During his infancy his parents moved to Butler County, Pennsylvania, where he was reared on a farm and acquired the rudiments of an English education at the district school. At the age of seventeen years he began teaching in a country school and after spending several winters in this way he realized sufficient money to pay his tuition at Butler Academy, in Butler County, and subsequently at Witherspoon Institute. After completing the full course at both of these institutions he commenced the study of law in the office of Hon. Samuel A. Purviance, formerly member of Congress from that district, and later Attorney-General of the State under Governor Curtin. After two years study he was admitted to the Bar in Butler County, by Hon. Daniel Agnew—lately Chief Justice of the Supreme Court of the State of Pennsylvania, and then presiding Judge of that district—in the spring of 1857. He then began the practice of his profession at Butler, in partnership with Hon. John M. Thompson—since a member of the National House of Representative from that district—and was thus engaged until April, 1860, when he came to California. For a short time thereafter he practiced law at San Luis Obispo, and later for a brief time in San Francisco. The fame of Oregon, as a young and growing commonwealth, had,

in the meantime attracted his attention, and he determined to link his fortunes with the new State. With this end in view he arrived in Portland, July 4, 1860, where he has ever since resided.

With that same energy which has been so conspicuous in his career, he not only at once turned his attention to building up a legal practice, but took an active part in local politics. So quickly did he make his influence felt that in 1861, he was elected corporation counsel of Portland. The succeeding year he was nominated and elected by the Republican party to the Oregon State Senate, in which body he served four years. During the first two years of his term he was Chairman of the Judiciary Committee, and the last two years he held the position of President of the Senate. At the close of his Senatorial term he received every mark of approval from his immediate constituents, and in 1866, strenuous efforts were made by his political friends to secure him a seat in the United States Senate. They only failed to elevate him to this exalted position through the lack of one vote in the caucus, his competitor for the nomination being Governor Gibbs, who received twenty-one votes and Mr. Mitchell twenty. In 1865, he was commissioned Lieutenant Colonel of the State militia by Governor Gibbs, and two years later was chosen Professor of Medical Jurisprudence in Willamette University at Salem, Oregon, and served in that position for nearly four years. During all of this time he was engaged in the active practice of his profession in Portland. In October, 1862, he formed a law partnership with Hon. J. N. Dolph, now his colleague in the United States Senate, which continued until January, 1873, when he resigned all other engagements to enter upon his duties as United States Senator. During this period he had acquired a reputation as a lawyer second to none in Oregon, and was constantly employed in important litigation. For several years he was the attorney of the Oregon and California Railroad Company and the North Pacific Steamship Transportation Company, while his practice extended to all the Courts, Federal, State and Territorial of Oregon, Washington and Idaho.

In September, 1872, Mr. Mitchell was nominated, in caucus, by the Republican members of the State Legislature for United States Senator, receiving the votes of over two-thirds of all the republicans in the Legislature on the first ballot. On September 28, 1872, he was elected by the Legislature in joint session as United States Senator for the term of six years commencing March 4, 1873. In this body he soon took a prominent position. He was assigned to duty on the following committees: Privileges and Election, Commerce, Claims, Transportation Routes to the Seaboard, and Railroads. At the end of two years he was made chairman of the Committee on Railroads and served as such until the end of his term. When the Electoral Commission was organized, Senator Oliver P. Morton was chairman of the Senate Committee on Privileges and Election, but having been chosen a member of the Electoral Commission, Senator Mitchell was made acting chairman of the Committee on Privileges and Election, which committee, for the purpose of taking charge of the great controversy involved in the presidential contest of 1876, in the States of Oregon, Louisiana, South Carolina and Florida, was then increased from nine, the ordinary number, to fifteen Senators. As acting chairman, Senator Mitchell presided over the committee during all the investigations which followed and which at the time attracted so much interest all over the country. He was also selected by the unanimous vote of the republicans in the senate as the senator to appear before the

Electoral Commission and argue the Oregon case. This duty he performed and in a long speech ably presented the legal questions involved, and to the perfect satisfaction of his party friends defended the position taken by the republicans of Oregon. During his first term he was on several occasions selected by the republican majority as chairman of sub-committees to visit South Carolina, Louisiana and Florida for the purposes of investigating contested elections.

In April, 1873, Senator Mitchell, and Senator Casserly, of California, were appointed a sub-committee of the committee on Transportation Routes to the Sea-boards, to visit the Pacific coast and investigate and report upon the best means of opening the Columbia River to free navigation. It was in this position that he had opportunity to do a great service for Oregon. Soon after his appointment on the committee, Senator Casserly resigned his seat in the Senate, and Senator Mitchell was authorized to proceed alone. He thereupon, during the summer of 1873, made a most careful investigation as to improvements necessary to increase the navigation facilities of the Columbia River, and at the next session of Congress submitted an elaborate report to the committee on Transportation Routes—Senator Windom, of Minnesota being chairman—in which he recommended, among other things, large appropriations for the mouth of the Columbia River, and also an appropriation for a survey at the Cascades, with the view of ascertaining the cost and advisability of constructing canal and locks. This report, as written by Senator Mitchell, was incorporated into the report of the committee without alteration, and submitted to the Senate, and based on this report, Congress at its next session, made an appropriation for a survey for canal and locks at the Cascades, which paved the way for their subsequent construction.

At the expiration of his senatorial term, March 4, 1879, the legislature of Oregon was democratic, and Hon. James H. Slater, a democrat, was elected as his successor, whereupon Mr. Mitchell resumed the practice of his profession at Portland. In the fall of 1882, he was urged by party friends to again submit his name as a candidate for United States Senator, the legislature at that time being republican. After much hesitation he consented to do so, and in the legislative caucus received on the first ballot the votes of two-thirds of all the republicans in the legislature, and thus became the nominee of the party again for United States Senator. A bolt, however, was organized and he was not elected. The contest, however, was continued from day to day, until the last day and the last hour of the forty days' session. During the most of this time he was within a few votes of an election. It required forty-six votes to elect, and during the session he received the votes of forty-five different members. Finding an election impossible, although urged by his supporters to continue in the fight to the end, and, if not elected himself, thus prevent the election of any one else, he withdrew from the contest during the last hours of the session, and all of his supporters, except one, who had so earnestly stood by him during forty days, gave their votes for Hon. J. N. Dolph, who was elected. Throughout this long contest, without parallel in the political history of the State, for the bitter personal character of the fight, Senator Mitchell apparently lost none of his personal popularity, and after the adjournment of the legislature upon his return from Salem to Portland, was tendered a reception which in warmth and cordiality partook more of an ovation to a successful than to a defeated candidate.

After his defeat Mr. Mitchell resumed the practice of his profession, and although earnestly urged by party friends again to permit the use of his name as a candidate for the United States Senate, at the regular session of the Legislature, in January, 1885, he peremptorily declined to do so. The Legislature, however, after balloting through the whole session adjourned without making an election. The Governor of the State thereupon called a special session of the Legislature to meet in November, 1885. Senator Mitchell at that time was in Portland, and although not personally desirous to be a candidate, and steadily refusing to permit the use of his name until within three or four days before the election, he was on the 19th of November again elected to the United States Senate, receiving on the second ballot in joint convention the votes of three-fourths of all the Republicans and one half of all the Democrats of the Legislature, having on this ballot a majority of twenty-one votes. He was at this time elected to succeed Hon. James H. Slater, and took his seat December 17, 1885, when he was assigned to duty on the following committees: Railroads, Transportation Routes to the Sea-boards, Claims, Mines and Mining, Post-offices and Post-roads, and special committee to superintend the construction of a national library. After a year's service he was made chairman of the committee on Transportation Routes to the Sea-boards, and in March, 1889, was made chairman of the committee on Railroads. He is still representing Oregon at the National Capital, his term of service in the Senate not expiring until March 3, 1891.

Mr. Mitchell is a man of remarkable energy and untiring industry, and throughout his public career has been distinguished for keen discrimination and quick grasp of great and intricate questions. Without intending to make comparison with the able senators who have represented Oregon, at Washington, it is not too much to say that none have more fully met all the demands made upon their time and energies than Senator Mitchell. The request of the humblest of his constituents has always received at his hands his careful, considerate personal attention, while no labor or sacrifice however great, has for a moment deterred him from undertaking whatever was in his power to do for the best interests of the State. He is well equipped by nature, training and experience for high public station. He is a successful lawyer of acknowledged ability in every branch of a most difficult profession; is a forcible speaker, and possesses the tact, sound judgment and eminently practical views, without which the most brilliantly endowed men often prove such lamentable failures. Whole-souled, generous and sympathetic in nature and true as steel in his friendship he has surrounded himself with a host of friends whose loyalty he as warmly reciprocates. Indeed it can be said that no man in public or private life in Oregon ever had a more devoted personal following than Senator Mitchell. His unswerving adherence to the principles of the republican party and his fidelity to his friends are distinguishing traits in his character.

Personally Senator Mitchell is a man of striking presence and one who would arrest attention in any gathering of men. He is an interesting conversationalist; has a direct, forceful way of talking, while his ready grasp of any subject discussed would mark him as a man of no common mold of mind. He is a man of polished address and of naturally courteous manner—one who would win respectful recognition anywhere and easily gain the good will and confidence of his fellows.

O. F. V.



THAYER, WILLIAM WALLACE. The typical Western man is popularly conceived as a man of liberal ideas, of generous and hospitable instincts, imbued with a spirit of adventurous enterprise, and withal hardy and courageous. He is not punctilious in minor questions of etiquette or inclined to make much of mere forms and ceremonies. He is a friend to his friends, a man of sterling integrity and of firmness of character developed by habits of self-reliance. Such men are the State builders whose names and deeds are a part of the history of the newer States of the American Commonwealth. Every western community contains individuals approaching more or less near this ideal type.

Throughout Oregon, genial and democratic "Governor" Thayer, as he is familiarly called, is recognized as an example of the typical western man. Personally known as he is in every section of the State, his friends are almost as numerous as his acquaintances. Although it has frequently become his duty during the course of his public career to oppose men and measures which seemed to him not in accord with the best interests of the State, and when such occasions have transpired his firm and decisive course show him a man earnest of purpose and unwavering in matters of judgment, he has nevertheless maintained the respect, nay, the affections of the citizens, so that even those who have experienced his opposition have recognized his purity and unselfishness of motive.

William Wallace Thayer is a native of the Empire State, having been born at Lima, Livingston county, New York, on the 15th day of July, 1827. His father was a man of influence in Western New York, and is well remembered in the vicinity of his home, for his vigor and uprightness of character and as having taken an active part in local political affairs. Besides the subject of this sketch, he had several other sons, the eldest of whom, Judge A. J. Thayer, came to Oregon at an early day and died in July, 1873, while Judge of the Supreme Court of this State. The children received the usual education of the times and circumstances of Western New York at that period, consisting chiefly of spelling book and "Rule of Three" exercises in the winter at the neighborhood school. As the community increased in population, and farm products could be converted into money with greater facility, the family became prosperous and acquired some little property, and were enabled to live in comfort. The eldest son, Andrew J. Thayer, above mentioned, studied law and was admitted to practice, and his example was emulated by his young brother, William or "Wall," as he was usually called. The latter evinced at an early age an aptitude for his books and indulged in an extensive course of reading, particularly in works of history, biography and travel.

Devoting himself to his preparation for his adopted profession, he shaped his reading accordingly, and especially in constitutional history and the elementary principles of the common law, his study laid the foundation for the broad knowledge of the law that distinguished him in later years. He attended a few lectures at Rochester, New York, in the winter of 1851, although most of his legal study was done in the office of a local practitioner at Tonawanda, New York. He was admitted to the bar of the Supreme Court, in March, 1851, at Rochester, and at once began to practice at Tonawanda. He was married there November 11, 1852, to Miss Samantha C. Vincent, having already gained a foothold in his profession, and to the congenial union thus formed no doubt his success in after years has been largely due. One son has been born to them, Charles Thayer, at present a lawyer and banker at Tillamook, Oregon.

Desiring a wider field for his energies, young Thayer determined to remove from Tonawanda, and at first went to Buffalo, N. Y., where he practiced his profession for a short time, but probably owing to the example and invitation of his elder brother, he sold out his possessions in the spring of 1862, and as many a man of enterprise had done before, pushed out overland to Oregon. He joined his brother at Corvallis, Oregon, and for a time they were in partnership, but later he removed to Lewiston, Idaho. Here he was elected a member of the Territorial Legislature and served one term. Again in 1866, he was elected District Attorney of the Third Judicial District of the Territory. He did not complete his term in the latter office, for in 1867, he resigned and moved to Portland, where he has since made his home.

On returning to Oregon he was in the prime of life and the full maturity of his powers. He was just forty years of age, and his varied experience, together with his habit of constant and unremitting study of his cases, thoroughly prepared him to compete with the best legal talent of the State. His abilities were at once recognized and his practice speedily assumed large proportions. He was always a staunch supporter of the Democratic party, though tolerant and little inclined to carry partisanship to excess in local affairs.

In 1878, he was nominated by his party for the office of Governor of the State, and such was his popularity that he was elected over his opponent, although the remainder of his ticket was defeated. He was inaugurated September 11, 1878, and served the full term of four years.

During this period the abilities of Governor Thayer had ample scope for their exercise, and he did not rest until the public service had been thoroughly reorganized, abuses corrected, reforms instituted and improvements effected in all of the State institutions. The penitentiary system was changed, so that instead of a source of heavy expense to the State, and an aid to the utter demoralization of the convicts therein, it was made self-supporting, and a credit to the State in a humanitarian as well as in a financial sense. Through his influence the asylum for the insane, the asylum for the blind and the school funds were put on a more satisfactory basis. It was during his term that the judiciary system was altered and a statute enacted, providing for the electing of the judges of the Supreme and Circuit Courts in separate classes, instead of the original arrangement by which the Circuit Judges sat as Judges of the Supreme Court, and in appointing the new Judges to serve until their successors were elected and qualified. In making appointments to office his fairness and liberality were illustrated by his appointment of men irrespective of their political affiliations and wholly upon their merits and with a view to the public weal. Important legislation regarding the State swamp lands and tide lands was had during his administration, and as a member of the Board of Commissioners for the sale of school lands, Governor Thayer had occasion to construe and apply these statutes. In this as well as in all other matters his aim was to deal justly by both State and people and while he endeavored to act in all cases for the best interests of the State he allowed no shallow desire for popularity to influence him in his decisions. The peculiar characteristics of his administration was its economy. He applied to the public service true business principles and he made use of the same unostentatious and upright methods that mark his private life.

He resumed his practice at Portland at the close of his term, but he was the unanimous choice of the delegates to the State convention of his party in 1884 for

the office of Judge of the Supreme Court, and was again triumphantly elected when few of the candidates of that party succeeded. He assumed the duties of that office July 1, 1884, and his term expires July 1, 1890. Since 1888, by virtue of the Constitution, he has been Chief Justice of the Court.

A history of his life would be incomplete without a survey of the more important cases which have come before him for decision and a discussion of his opinions rendered therein. It is not possible here to do more than to state, in general, that while his term has covered the most important period of the legal growth of the State, and as new questions of prime importance become more numerous from term to term as the volume of business in the State increases, the high estimation which has heretofore been accorded to his legal abilities has not been diminished by his decisions on the bench. His untiring industry, coupled with his broad knowledge of principles and cases is manifest, while a certain equity of character and an innate love of justice temper his views of the law in the abstract and often intervenes to soften its asperities in its application to cases. He is little inclined to deny a remedy in a just cause on account of trivial mistakes in procedure, but laying aside niceties of practice so far as can properly be done, his aim is to seek the real point in controversy and do justice between man and man.

Of his private character, his charity, his democratic tastes, his affability and sense of honor little need be said. His success at the bar, in so far as it may be ascribed to any one characteristic more than to his general ability and learning, may perhaps be said to lie in the singular clearness with which he discusses the proper legal remedy to the facts of his case, and as a Judge he is especially marked for his full and fair statement of the case before enunciating the principles of law to be applied thereto.

MONTGOMERY, J. B. This well known citizen, though not among those who came to Portland at the earliest day of the city's history to lay here the foundations of municipal and commercial greatness, is a prominent and representative man of the reinforcement that came when Portland was just beginning her larger growth; and to this reinforcement much of the credit of the city's remarkable progress is due.

James Boyce Montgomery was born at Montgomery's Ferry, on the Susquehanna river, in the State of Pennsylvania, twenty-five miles north of Harrisburg, on the 6th of December, 1832. He went to school until he was sixteen years of age, when he was sent to Philadelphia to learn the typographical art. During several years he worked in the office of the well known *Evening Bulletin*, of that city, and became an expert printer. By the year 1853, he had shown that there was good stuff in him, when he was tendered an associate editorial position on the Sandusky (Ohio) *Daily Register*, by Gov. Henry D. Cooke. In this position he displayed so much vigor and ability that he was soon asked to take editorial charge of the Pittsburgh *Morning Post*. This offer he accepted, and soon became one of the proprietors of the paper. The paper was successful under his charge, but Mr. Montgomery saw wider opportunities for activity in the railroad development of Pennsylvania, just then beginning; so he sold out his interest in the paper to Col. James P. Barr, his co-proprietor, who continued its publication with great success till his death many years later.

With two associates, Mr. Montgomery, in 1858, took a contract to build a bridge across the Susquehanna at Linden, Pa., for the Philadelphia & Erie railroad. The contract was completed successfully, some money was made by it, and this work opened the way to other undertakings. In 1859, Mr. Montgomery took a contract to build the Bedford & Hopewell railroad in Pennsylvania, and in 1861, in association with Capt. William Lowthes, he undertook to build the Nesquehoning Valley railroad in the same State; but the breaking out of the great rebellion and the difficulty of obtaining labor caused suspension of the work. Mr. Montgomery completed the road, however, in 1868-69. Meantime he had continued work at intervals as contractor for the Philadelphia & Erie railroad, and, in 1866, became one of its directors; in which position he remained till 1869. Among other works executed by him was the construction in 1866 of a wire bridge across the Susquehanna river at Williamsport, Pennsylvania.

Mr. Montgomery was also one of the owners of the charter of the Baltimore & Potomac railroad, and in connection with Thomas A. Scott, George W. Cass, Joseph D. Potts and J. Donald Cameron, bore an active part in securing construction and completion of this most important highway between the city of Baltimore and the National Capital. He was also interested in the completion of 400 miles of the Kansas Pacific, extending into Denver. His career as a contractor and builder was very active throughout this whole period, and very successful. His natural energy brushed aside all obstacles and led him directly to the fulfillment of his objects.

In 1870 he came to the Pacific Coast, and in 1871 to Oregon. Upon his arrival he offered to build the first portion of the Pacific Division of the Northern Pacific Railroad, and the contract was awarded him against fifteen other bidders. He built over 100 miles of this road, and also erected the drawbridge over the Willamette River, at Harrisburg, in this State, for the Oregon & California Railroad.

In 1879, Mr. Montgomery went to Scotland for the purpose of organizing a corporation which subsequently built or acquired 163 miles of railroad in the Willamette Valley. Of this road Mr. Montgomery himself built 78 miles. Arriving in Scotland, he brought about the organization of the company, then contracted for rails at Stockton-on-the-Tees, and proceeded to London, where he chartered the ships *St. Louis* and *Childers* to bring them out. On his way across the Atlantic he had made the acquaintance on the steamer of a Captain Gilmore, who informed him that he was on his way to Cardiff to bring out the ship *Edwin Reed*, with a cargo of rails for a line in the Willamette Valley, to be constructed by a company organizing in Great Britain for the purpose; but Mr. Montgomery, by the celerity of his movements, not only was first in getting a company organized, but had his rails at Portland six weeks before Captain Gilmore arrived with the *Edwin Reed*.

Since coming to Oregon Mr. Montgomery has been full of work of many kinds. He has executed for the government of the United States large contracts on the channels of the Columbia and Snake Rivers, requiring the removal of vast masses of rock, particularly at John Day Rapids. He has built and operated large steam saw mills at Skamokawa, on the Columbia River, in the State of Washington, known as the Columbia River Lumber and Manufacturing Company's Mills, and has constructed for himself, on the river front at Albina, just below Portland, large docks and warehouses.

Though always an active man of business, Mr. Montgomery has taken a constant interest in politics. In his earlier years he acted with the Democratic party, but differing with it on the question of slavery, he joined the Republican party in 1860, and voted for Abraham Lincoln. Since then he has acted steadily with the Republican party. He was a delegate from his county, (Lycoming), in Pennsylvania, to the Republican Conventions in that State, in 1866, 1867 and 1868, and in the convention of 1866 was on the Committee on Resolutions with Thaddeus Stevens, Wayne McVeagh and others, which committee reported a resolution recommending the nomination of General Grant for the Presidency. This was the first State Convention to present the name of Grant to the country as a Presidential candidate. The same committee also formulated resolutions urging, substantially, the policy of reconstruction of the States lately in rebellion, that was subsequently adopted. It was the policy of that courageous statesman, Thaddeus Stevens, and was maintained persistently against the views of Andrew Johnson, who argued that the old slave States should be re-admitted with their ante-bellum constitutions unchanged, except to have recognition of the abolition of slavery.

Though Mr. Montgomery has always felt a deep interest in politics, he had never till the present year (1890), been a candidate for any office. By the Republican County Convention of Multnomah County, he was this year named as a candidate for the Legislature. As these sheets go to press the election is a month distant.

In the year 1861, he was married to Miss Rachel Anthony, daughter of Hon. Joseph B. Anthony, of Lycoming County, Pennsylvania. This lady died in 1863, leaving one son; he was again married in 1866 to Miss Mary Phelps, only daughter of Gov. John S. Phelps, of Missouri.

Mr. Montgomery is known as a man of great activity and energy; his mind is fertile in resources; he is a man of business and affairs, possesses great force of character, allows no obstacles to intimidate him, and has been uniformly successful in his undertakings. Few men throughout the Northwest are so well known for the intelligent energy that accomplishes whatever it proposes.

DEKUM, FRANK. For many years the subject of this sketch has occupied a commanding position in the commercial and financial history of Portland. His career and achievements forcibly illustrate what may be accomplished by one who pursues earnest purposes and makes right use of his opportunities. Coming to Portland before it had outgrown the limits of an insignificant hamlet, he has grown with its growth until to-day he is one of the leading men of finance in the metropolis of Oregon.

He was born in Bavaria, Germany, November 5, 1829. At the age of eight years he accompanied his parents to America, the family consisting of seven children. They settled on a farm in St. Clair county, Illinois. Here the boyhood of young Dekum was passed, and during this period, owing to the humble circumstances of his parents, he can hardly be said to have received any educational advantages, as but one winter in a log school house completed his opportunities in this direction. What he has since acquired in the way of an education has been gained by self application and in the great school of experience. He remained with his father assisting him in the management of the farm until he reached the age of sixteen, when desiring

to engage in some work which offered greater opportunities for advancement, he left home and went to St. Louis. Here he secured a position in a confectionery store as an apprentice to learn the trade of a confectioner. Having acquired a trade he determined to seek his fortune in the West. He had at this time read of the far away Territory of Oregon and was so much impressed by the story that he determined to visit the region. With only enough money to pay his passage by water, he left St. Louis on February 2, 1852, on a steamer via New Orleans, bound for the Isthmus of Panama. After a voyage of some four months he arrived in San Francisco, and being without funds he immediately went to work in the California mines where he continued until the spring of 1853 when he came to Portland. For a short time after his arrival he worked in a bakery, but in July, 1853, with Frederick Bickel, established the first fruit and confectionery store in Portland, under the well remembered firm of Dekum & Bickel. They had limited means at the start but both had practical experience in the business, and their trade soon grew to large proportions. Money gained in this enterprise the partners judiciously invested in real estate, and from this small beginning has grown the large fortune each possesses to-day. The firm was dissolved in 1878 after a continuance of a quarter of a century.

In 1880 Mr. Dekum became one of the incorporators of the Portland Savings Bank, an institution which has had a most successful career. He also took a leading part in securing the establishment of the Commercial National Bank of Portland, which was incorporated January 4, 1886. He was elected president of the Portland Savings Bank in 1886, and at the same time vice-president of the Commercial National Bank, both of which positions he still holds. Though his connections with these two financial establishments consume the greater portion of his time, he is also interested in several other enterprises of important character.

In all of his business enterprises, Mr. Dekum has exhibited rare judgment, and has accumulated a large fortune. Progressive and public spirited he has borne a leading part in nearly every enterprise which has aided the upbuilding of Portland. In business and financial management, he has proved himself to be a force in this community, while the integrity of his course both public and private, command respect and esteem. He is charitable, and generously contributes to aid worthy objects. He is a charter member of the German Aid Society, which was established twenty years ago to render financial assistance to all of German birth who might be in need. He has always taken a warm interest in the establishment and maintenance of educational institutions, and was especially active in securing the organization of the present free school system.

Among the first of the citizens of Portland to foresee the destiny of the city, Mr. Dekum, at an early day, began the erection of large and solid buildings, putting in money in advance of the general growth of the city and leading the way to the development that has since followed.

Mr. Dekum bore a leading part in carrying out the novel idea of introducing into Oregon the song birds of Germany. In fact the idea originated with him, and in June, 1888, he secured the organization of a society for the introduction of these birds into Oregon. Mainly through his efforts a fund of \$1,700 was raised by contribution of German, American and English citizens, and a contract was made with a resident of the famous Herz Mountains to capture and deliver to the society all of the song-birds specified that were natives of that district.



He was also the prime mover in the organization of the old Portland Mechanic's Fair Association, and the magnificent buildings and grounds of the North Pacific Industrial Association are entirely due to his public spirit and untiring energy. Both of these industrial expositions have been of incalculable benefit to the city and State, and important factors in promoting the mechanical arts, mining and other great industries of the Pacific Northwest.

Mr. Dekum was married in 1859 to Miss Fanny Reinig, of St. Louis, who died in 1877. They had eight children, five sons and three daughters, all of whom are living in Portland.

Physically Mr. Dekum is of a fine type. He is large of frame and has a well formed head, set off with snow white hair and beard. His ruddy face indicates sound health, while his keen, sparkling eyes display the cheerful and social nature of one determined to extract all the good things from life consistent with right living. All his life he has been temperate in habits, and to-day he has the elasticity of step and rapidity of movement associated with men many years his junior. His honesty and integrity are of the highest, and no man in Portland possesses more firmly the confidence of its business community. His success in life has been gained by his own exertions in legitimate business channels, and through the attainment of his present position of power and influence, the city and State of his adoption have been enriched in many ways.

BRONAUGH, EARL C, one of the most prominent attorneys of the State, was born in Abingdon, Virginia, March 4, 1831. He secured his educational advantages in his native town prior to reaching the age of twelve years, when with his parents he moved to Shelby County, Tennessee. They founded a new home in the woods and endured all the privations of pioneer life at that early day. Here Mr. Bronaugh spent six years of his life, assisting his father in the support of the family, after which becoming imbued with the desire to read law he entered the office of Hon. J. W. Clapp, an uncle, at Holley Springs, Mississippi, and two years thereafter, in 1851, was admitted to the bar. Being without means to begin the practice of his profession he spent the following two years in teaching in Tennessee and Arkansas. He then began the practice of his profession at Jacksonport, Arkansas. A few months later he removed to Little Rock, Arkansas, where he served for a short time as Clerk of the Chancery Court. From Little Rock he moved to Brownville, Arkansas, where he remained for two years, when he located in Helena in the same State. He was elected Judge of the Circuit Court, comprising the Helena circuit, in 1860, which office he held until the great war began.

By education and association Mr. Bronaugh was imbued with the principles of the South. Although never in sympathy with slavery, he was none the less a firm believer in the rights of State Sovereignty, and when the State of his adoption seceded from the Union he joined his fortunes with the hopes and destinies of the new confederacy of States. He enlisted in the Confederate army and for one year continued in the service, when his health becoming impaired he was discharged and returned home, where he remained during the further progress of the war. When the war closed, like the most of his fellow citizens, he found himself impoverished and without immediate hopes of retrieving his fallen fortunes.

For a short time he bravely struggled against the adverse and disheartening conditions by which he was surrounded, but his efforts to improve his fortunes were unavailing, and he determined to seek a new home where hard and honorable work might offer fairer chances of reward. With this end in view he came to Portland in 1868, arriving in the city an entire stranger and without a dollar in the world. He opened a law office and from the start his success was most gratifying, and year by year his practice and reputation have increased until at the present time the remuneration he receives from his professional labors is excelled by few, if any, in the State, while his legal attainments give him a place in the very front rank of the Oregon bar.

For some three years Mr. Bronaugh was associated as partner with Hon. John Catlin and for ten years with the firm of Dolph, Bronaugh, Dolph & Simon. In 1882, on account of his own health and that of his family and that his children might enjoy better educational advantages than Portland then afforded, Mr. Bronaugh moved to St. Clair County, California, where with his family, he remained two years. He then returned to Portland and became a partner in the law firm of Whalley, Bronaugh & Northup. Mr. Whalley retired in 1889, since which the firm has been known as Bronaugh & Northup.

Mr. Bronaugh is a man of strong religious convictions, the result of long and close study and thoughtful consideration of the Bible and its teachings, and the writings and investigations of the most advanced scientists of this and preceding generations. He was reared in the Presbyterian faith, but during the last ten years has been a firm believer in the views held by the Christian Adventists. But while he is unbending in his religious faith and exhibits in his life and every action an endeavor to live up to the standard of an ideal Christian character, he is nothing of the Pharisee and none of the Puritan.

His success as a lawyer has been conspicuous in all the branches of legal litigation, but it is in the trial of cases that he particularly excels. His forensic abilities are of high order, and in numerous trials have won for him a reputation as a pleader and advocate second to none in the State. He is always clear and forcible in speech, but when occasion demands it he uses language ornate and persuasive, while his delivery and manner are peculiarly fitting and appropriate. His practice extends largely to criminal cases and the success which he has achieved in this branch of practice where in many instances it has seemed to rely almost solely on his handling and presentation of the facts, has been so marked as to cause his services to be in almost constant demand.

Mr. Bronaugh was married in 1854 to Miss Araminta Payne, of Jacksonport, Arkansas. They have had nine children of whom but two sons are living. The elder at the present time is reading law under his father's direction, while the other is acquiring a practical business education.

In personal appearance Mr. Bronaugh is of tall and well proportioned stature; has strongly marked features, a fine forehead, well-shaped head and dark auburn hair and beard, both of which are well sprinkled with gray. He is an engaging conversationalist and has that courtesy of manner characteristic of the Southern reared gentleman, while his consistent life and character, his integrity and faithfulness to every trust have given him a high place in the esteem and good opinion of his fellow citizens.

SMITH, JOSEPH SCHOEWALTER, was born in Fayette County, Pennsylvania, June 20, 1824. His ancestors at an early day emigrated from England and Wales and settled in New Jersey and their descendants are now scattered all over the United States. At the age of eight years he accompanied his parents to Clermont County, Ohio, and three years later to Vermilion County, Indiana. He received such education as a farmer's boy of ambition could receive at that day in a pioneer neighborhood. During the summer he worked on the farm and in the winter attended such schools as the county afforded. He early evinced great fondness for books which stimulated his thirst for knowledge, and at the age of sixteen he left his home determined by his own exertions to obtain a better education than the limited means of his father would permit. From that time until he was nearly twenty he spent at school all the time which the hardest physical labor necessary to support himself would allow. In the fall of 1844 he started for Oregon. Several months were consumed in making the overland journey, the winter of 1844-5 being passed among the Indians in the Rocky Mountains, while every mile of the long journey to the settlement in the Willamette Valley was beset by perils and privations such as fell to the lot of the pioneer land emigrants to this portion of the northwest coast. In the spring of 1845 he reached Oregon City with only two companions, and soon after his arrival began the study of the law, supporting himself until his admission to the bar by manual labor and teaching school.

After being admitted to the bar he opened an office in Oregon City and had acquired a fair practice when, in 1853, he moved to Puget Sound, Washington Territory. Here he served for a time as prosecuting attorney of the Third Judicial District, and in 1855 was elected to the Territorial Legislature, being unanimously chosen Speaker of the House. He was subsequently appointed by President Buchanan United States District Attorney for the territory.

In 1858 Mr. Smith returned to Oregon and settled in Salem where he remained in law practice until his removal to Portland in 1870. In 1862 he was unanimously nominated by the Democratic Convention for the position of Associate Justice of the Supreme Court of Oregon, but he declined to be a candidate. He was among the first to advocate the establishment of manufacturing enterprises in Oregon, and in 1860 became the principal proprietor and financial manager of the Willamette Woolen Mills at Salem, the oldest industry of its kind on the Pacific Coast. In 1866 he received the vote of his party for United States Senator and came within three votes of an election. The year following he went with his family to Europe, his health necessitating a change of climate. Upon his return to Oregon, in 1868, he was nominated by the State Democratic Convention for Congress, and was elected, defeating his opponent by over 1200 majority. No democrat had been elected to Congress from Oregon during the period of eight years. His congressional career was in every way highly creditable to himself and satisfactory to his constituents. He made several speeches on the floor in support of measures in the interest of the people, and his sound logical reasoning, added to many graces as a speaker, commanded the attention and respect of his colleagues. All of the interests of Oregon were carefully watched and protected, but perhaps the most signal service he rendered to the State, and more particularly to Portland, was in connection with the Northern Pacific Railroad bill. With his own hand he penned the amendment to this bill


by which the company was required to build its main line down the Columbia River to Portland and secured its favorable consideration in the House, notwithstanding the hostility of the 41st Congress to railroad legislation.

After his term in office in Congress expired Mr. Smith removed to Portland where he lived until his death. For a number of years he was a member of the law firm of Grover, Smith & Page, and had a most extensive and lucrative practice, although his feeble health did not permit him to apply himself to the full capability of his splendid intellect. He spent considerable time in traveling, principally in the Southern States, whose mild climate suited his weak constitution. Judicious investments in real estate in Portland, in early days, secured for him a large fortune which enabled him to lead a life of practical retirement from active labor during the latter end of his life, and this no doubt added to the length of his days. In 1882 he was nominated for Governor on the Democratic ticket, an honor he accepted knowing at the time there was little hope of success. He was defeated by the Republican candidate, Hon. Z. F. Moody, but notwithstanding the large Republican majorities given that year he received a most flattering vote.

While for many years Mr. Smith did not enjoy vigorous health, his strong will power enabled him to accomplish a vast amount of work. But for some time preceding his death, which occurred in 1884, he had become much enfeebled. He was conscious, however, to the very last, and the end was very peaceful. The announcement of his death, though not unexpected, occasioned deep regret, and the public press all over this part of the country gave voice to the general sorrow of the many friends who know the solid worth and character of the man. The *Oregonian* in summing up his characteristics said:

"Hon. Joseph S. Smith, who on yesterday passed from earth, was among the most distinguished of the early pioneers of Oregon. He was a man of large ability and high character, though for many years his health has been too infirm to permit him to employ with active vigor the high powers with which he was endowed. But in every station, private and public, he discharged his duties with fidelity. Had his physical strength been equal to his mental powers, he would undoubtedly have been called to higher spheres of public duty than any he was permitted to fill. His talents were equal to the demand of any station, but he steadily declined public life and only consented to accept it when there seemed no way to evade the call. His career was honorable to himself and family and useful to the country, and his death leaves a large gap in the rapidly shortening roll of pioneers who laid the foundation of States in the Pacific Northwest."

Mr. Smith was married, in 1849, to Miss Julia A. Carter, who, with two sons, Walter V., Preston C., and one daughter, Mrs. H. Y. Thompson, survive him. He was a man of firm religious principles and during his early residence in Oregon and while he lived on the Sound, took a deep interest in the affairs of the Methodist church, and, although he had never been regularly ordained as a minister, often filled pulpits, preaching with marked ability and power. His method was one of simplicity and candor, and he impressed every intelligent hearer with well considered arguments which never lacked in force or dignity. Tall and of imposing presence, he at once commanded notice when he rose to speak, and having once attracted an audience, held attention by his force of intellect, his earnestness and evident honesty. Almost the last time he ever spoke in public was before the Democratic State Convention which met in the court house in this city and nominated him for governor. His speech accepting the nomination attracted wide attention.



Starting a poor boy, by force of energy and intellect and in spite of feeble health and very limited scholastic advantages in early life, he rose to a high place in an honorable profession; filled with great credit positions of power and honor, and, true to every obligation that ever rested upon him he has left behind him the memory of a strong, able, earnest and manly man. He had cool judgment, habits of close observation and his mind was a rich store house of useful and valuable knowledge. He was somewhat reserved in manner and was one of the most modest and unostentatious of men. Conscious power gave him confidence in himself, but though a man of decided views and opinions, he was not unnecessarily aggressive and had a just regard for the rights and opinions of others. In all things he was governed by a lofty conception of the duty he owed to family and friends, to the people who honored and trusted him and to the country he was called upon to serve. He will always be remembered as a conspicuous figure in Oregon, and as one of the most able and useful of the men who bore part in laying the foundations of States in the Pacific Northwest.

STROWBRIDGE, JOSEPH ALFRED, was born in Montour county, Pennsylvania, in 1835, the third child of Phillip Moss and Elizabeth K. (Smith) Strowbridge. His father was a farmer who soon after Joseph's birth, moved with his family to Marion county, Ohio. Here the youth of our subject was passed. His educational advantages were mostly confined to the district school, but with the assistance of an aunt who resided with the family he made rapid and substantial progress in his studies. So well prepared was he that at the early age of fourteen years, he taught a school near his home, and in the examination to which he was subjected to secure the position, he stood the highest among several applicants all of whom were much older than he. It was his intention to obtain a thorough education but his plans were not carried out, for while preparing to enter the Ohio Wesleyan University, his father determined to move to Oregon. The family, consisting of father, mother and five children, started across the plains with horse teams in October, 1851, and reached St. Joseph, Missouri at the beginning of winter. Here they remained until the following spring when they again took up the long journey. The emigrants of 1852 experienced perhaps greater hardships than had ever confronted others who crossed the plains. Not only did they suffer from the extreme drouth of that year, but that dread disease the cholera, made its appearance and hundreds died on the way. The Strowbridge family was not exempted from its share of the calamities that fell to the lot of all. A boy next to the youngest of the children, died of cholera and was buried on the trail which was lined with new made graves. On the 3d of October, 1852, just one year after they left their home in Ohio, the family arrived in Portland. The death of the son had a most depressing influence on the father. He was taken with the so called mountain fever at The Dalles, and died a few days after his arrival in Portland. Added to this great misfortune, the winter of 1852 was one of great severity and all of their stock perished.

To young Strowbridge was left the support of the family. Most gloomy indeed did the outlook appear. Provisions and all the necessities of life were selling at fabulous prices and the matter of mere existence was a serious question. In vain did he seek employment but work was scarce and every situation had many appli-

cants. In the spring of 1853, he, however, secured a situation in a humble capacity in a hotel at Oregon City, where he remained until July of the following year. In the mean time he was constantly on the lookout for an opportunity to better his fortune. Boy as he was, his natural aptitude for trade asserted itself. While employed at the hotel he began to buy of the farmers, eggs and butter which he shipped to San Francisco and realized a handsome profit. In the summer of 1853 he bought up a quantity of apples and sent them to San Francisco, probably the first produce of this kind ever sent from this locality to that market. Good returns from this venture led him the following summer to devote his whole time and attention to buying and shipping fruit to California. Great success followed his undertaking in this direction and he had made quite a start on the road to fortune when the failure of Adam & Co's bank in 1856, in which all of his funds were deposited, reduced him to almost a penniless condition. He had, however, established an excellent credit, and it was not long before he was again firmly established in the fruit business, in which he continued until 1860. He was indeed a pioneer in this branch of business which has since grown to large proportions. Commencing in a humble way he helped to develop it to such an extent that in 1860 over 7,000 boxes were shipped from this section.

In 1860 he embarked in the retail boot and shoe business with C. M. Wiberg under the firm name of Wiberg & Strowbridge. Four years later, appreciating the possibilities of this line of trade, Mr. Strowbridge went to Boston, Mass., and opened up direct business relationship with the manufacturers of that city and henceforth received his supplies from Boston instead of depending on the San Francisco market. At the same time the firm began to do a wholesale business, the first venture of its kind in Portland, in which they continued with gratifying success until 1869, when Mr. Strowbridge retired and started the business in which he is now engaged, that of leather findings and boot and shoe supplies. Marked success has followed his exertions in this line of trade and with the exception of the destruction of his store and its contents in the great conflagration of 1873 he has had an uninterrupted period of well deserved prosperity.

Mr. Strowbridge has always been a firm believer in Portland's ultimate destiny as a great commercial center and the profits of his business he has freely invested in real estate in and near the city. He is the owner of fine business blocks in the central part of the city, besides valuable suburban land and of several tracts of rich wheat land a few miles from Spokane Falls, Washington. All of his investments in real estate have been made with good judgment and have secured for him a handsome fortune. The ground upon which his present residence was built, in 1873, was purchased in 1856, at that time quite a distance from the business center of the town and covered with forest, but has since grown to be one of the most desirable resident portions of the city.

Mr. Strowbridge was married on July 4, 1864, to Miss Mary H. Bodman, daughter of Dr. H. A. Bodman, of Oxford, Ohio. They have had five children, Alfred B., engaged in farming in Clackamas County; Geo. H., a druggist of Portland; Joseph A. jr., an assistant in his father's store; Harry H. and Mary H., at home attending school.

Although always a strong republican Mr. Strowbridge had never taken an active part in political affairs until the presidential campaign of 1888, when, believing the issue between the parties, relative to the tariff, was one that demanded the earnest attention of business men he became actively interested in the election of the Republican candidates. He had been often importuned to accept political nominations but he had declined until that year to become a candidate. He then, however, at the earnest solicitation of his friends accepted the nomination for the house of representatives for Multnomah County and was elected by a large majority. He has already served one year of his term and during the session of 1889 took a prominent part in behalf of measures for the city and State.


As a business man Mr. Strowbridge is regarded as possessing a shrewd, practical, well balanced mind, while his reputation as an honorable gentleman of the highest integrity has been firmly established. During a business career which covers a period from the pioneer days of Portland to the present time, he has retained the respect and confidence of the entire community. He has led a very industrious life and has had his share of the rebuffs of fortune, but patient and well directed work has triumphed over every obstacle and to-day he is in the possession of an ample fortune which has been honestly and fairly won and which he worthily enjoys. All his efforts have been in directions which have added to Portland's prosperity and every dollar he has acquired has enriched the entire community.

He was among the first members of the Portland Volunteer Fire Department, and with feelings of pride cherishes a certificate stating that he is an exempt fireman of Willamette Company, No. 1. He was among the organizers and is still a member of the Board of Trade, and was one of the earliest promoters of the Portland Library Association. He is a member of the Ancient Order of United Workmen and is president of the board of directors elected to build a temple for the order in Portland. He has always been a man of the most exemplary habits and the good health he now enjoys, despite the active life he has led, is in a large measure due to his abstemious manner of living. He is a regular attendant at the First Congregational church and is a member of the board of trustees. To religious and benevolent work he contributes his full share and is one of the board of directors of the Boys' and Girls' Aid Society. He is a strong supporter of schools and toward all agencies that tend to improve mankind, add to the public good or to advance the material growth of the city where he has so been an honored and trusted citizen, he is always ready to lend a helping hand. But little past the prime of life, and still in the active ranks of Portland's progressive business men, there would seem to be many years before this pioneer of Oregon in which to enjoy all he has so honorably and justly earned and to partake of the prosperity which his years of toil so largely assisted to create in the "sunset land" of the Pacific.

FLEISCHNER, LEWIS, one of the leading merchants of Portland was born in the village of Vogelgesang, Bohemia, in 1829. He was educated in his native village and at Tissan a small town near his home. At the age of fifteen years he came to America, and for a short time remained in New York City. He then went to Philadelphia, where he was employed for five years by a dealer in horses and cattle. At the

end of this period, in 1849, he came to Drakeville, Davis County, Iowa, and for three years was engaged in merchandising. In 1852 he started across the plains for Oregon, with an ox team. The land immigrants of this year experienced unusual hardships. Disease killed all of their cattle, while many of the immigrants perished from the cholera. After weary months of suffering Mr. Fleischner arrived in Albany, Oregon, where he embarked in the mercantile business, and for the following seven years did a very successful business. In 1859 he sold out and for one year conducted a store at the Oro Fino mines. In the fall of this year he took a stock of goods to Lewiston, Idaho, arriving on the first steamboat which landed at that place. There he remained until 1863, when he came to Portland, and entered into partnership with Solomon Hirsch and Alexander Schlusel, and bought out the wholesale general merchandise house of Haas Brothers, at which time the firm of L. Fleischner & Co. was established. Their business increased rapidly and at the end of a few years had grown to large proportions. In 1869 they sold out and soon thereafter under the same firm name embarked in the wholesale dry goods business. In 1875 Jacob Mayer became a partner, at which time the present firm name of Fleischner, Mayer & Co. was adopted. All of the original partners are still connected with the firm, and but few other changes have occurred in the firm membership, the present partners being Louis Fleischner, Solomon Hirsch, Alexander Schlusel, Samuel Simon and Mark A. Mayer. The success and growth of the business of this house has been very remarkable, and for several years the firm has ranked among the first in the State and outside of San Francisco unexcelled on the coast, in the extent of annual sales. This gratifying condition of its affairs has in no small measure been due to Mr. Fleischner's exertions, his constant watchful care and the exercise of a high order of business ability, no less than his well recognized high personal integrity of character. The demands of this business has engrossed the greater share of his time and attention, but he has also been an extensive and successful speculator in real estate and at different times has been director in several Portland banks.

Mr. Fleischner has always been a zealous democrat, but has never desired or sought political preferment. On his return from the East, in the spring of 1870, he was, however, nominated for State Treasurer. The honor was entirely unsolicited and was conferred upon him solely because of his acknowledged fitness for the position. His personal popularity and the confidence reposed in him by the people regardless of party lines, resulted in his election by a large majority. For the four years he filled the office of State Treasurer it is only simple justice to say, without intending to cast the least reflection on any of his predecessors or successors, that the State never had a more conscientious or useful official. At the time he entered upon the discharge of his duties the State had loaned out over \$500,000 of the funds realized from school, State and mineral lands, on what was at the time considered worthless security. Indeed the whole plan of loaning these funds had been loosely conducted and the State was placed in a condition where the loss of a large sum of money seemed imminent. With the eye of a business man Mr. Fleischner turned his attention to the correction of these abuses. Under his administration all of the doubtful securities were collected, rules and regulations were adopted regulating the loans of the funds named and the whole system reorganized. Ever since that time the plans outlined and put in practice by Mr. Fleischner have been carried out by his successor and beyond question the State has been a gainer by hundreds of thousands of dollars by the wise policy he inaugurated.



In April, 1888, Mr. Fleischner started for Europe and made an extended tour of the Old World, returning home in August, 1889. During his trip he made a visit to his old home in Bohemia and in a hospital, a few miles from his native village, made arrangements whereby, at his expense, four beds should forever be maintained for the people of Vogelgesang. This generous act was in accordance with the natural kindness of heart of the man, whose many acts of benevolence are so well known to the people of Portland. He is president of the Hebrew Benevolent Association and all works of charity have ever found in him a generous contributor.

Mr. Fleischner has led a remarkably active life, has a natural capacity for business, is noted for the soundness of his judgments, is a plain and unpretending man, possesses great force of character, has innumerable friends and no enemies. His health, until his visit to his old home, had been declining, but during his sojourn abroad it was quite restored, and he now has promise of many years of active life.

HAWTHORNE, DR. J. C. For many years the subject of this sketch held a prominent place among the most distinguished medical men of the Pacific Coast. His high professional attainments were matched by a life of conspicuous rectitude and of great public usefulness. He was born in Mercer County, Pennsylvania, March 12, 1819, and was a son of James and Mary (Donald) Hawthorne, who were of English and Welsh descent. His father was a farmer, but a man of literary attainments and a graduate of Washington College, Pennsylvania.

The early life of young Hawthorne was spent in Mercer County, where his elementary education was received, and where he was prepared for college. He commenced the study of medicine under Dr. Bascom of his native place, and after a brief course of instruction under his direction, entered the Medical University at Louisville, Kentucky, from which institution he subsequently graduated. He commenced practice at Louisville, where he remained until 1850, when he went to California. For some years thereafter he lived at Auburn, Placer County, engaged in a large general practice and hospital work, where he became widely known and gained an enviable reputation for professional skill. In 1854 he was elected State Senator from Placer County and served for two terms, the late Lansing Stout being at that time a member of the Lower House from the same county.

In 1857 he came to Portland, and with the reputation he had already earned, he at once took a high place among the medical men of that day in this portion of the Pacific Northwest, and soon acquired a large private practice. In 1858 he took charge of the county hospital under a contract from the county court. Later on he established a private asylum for the insane. So successful was he in the management of this institution, that the State, during Governor Whiteaker's term, made a contract with him to assume the care of the insane of the State, at which time Dr. A. M. Loryea became associated with him as partner. This contract was from time to time renewed by the State Legislature, and until the time of his death Dr. Hawthorne had practically the sole superintendency of these unfortunate wards of the State. He was associated with others in the work, but the chief responsibility rested upon him, and admirably did he discharge his trust. It was in this connection that he performed a great public service and achieved his highest triumphs, and was best known as a physician. The amelioration of the condition of those whose mental powers had become deranged was a subject which strongly appealed to his kindly nature, and

he earnestly devoted the best years of his life to the work. All that experience, study and natural love for his calling could do were freely given to his chosen field of labor. That he became eminently proficient in this most difficult branch of medical science was but a natural sequence of his faithful devotion to his work. During the twenty years and more he had charge of the State Insane Asylum of Oregon, it became widely known and was regarded as one of the best institutions of its kind in the United States. Indeed, while Dr. Hawthorne was a most capable physician and highly proficient in every department of his profession, he will always be best remembered by medical men and the public by the record he made in connection with the State Insane Asylum of Oregon. His work in this direction place him among the few who have gained national renown in the treatment of insanity.

Dr. Hawthorne took a lively interest in public affairs. He was a man of great business sagacity, whose affairs and judgment were rarely at fault as to private undertakings or public enterprises. To great natural force of character was united an abundant fund of that rare practical sense which made him a leader in the community, looked up to, followed and respected. Politically he was originally a whig, but after the overthrow of that party he became a democrat. He was firm and consistent in his political convictions, but was far removed from narrow party bigotry. Although his views were well known and he had nothing of the time-server in his nature, the respect his honesty of character commanded made him strong with the best element in both parties and he was retained in office during many years when the State was under republican rule. Had he desired political preferment he could easily have obtained his desire, but with the exceptions named he declined all suggestions of becoming a candidate for high public stations. He was devoted to his profession and outside of the laurels to be gained within it, he had no ambition.

Dr. Hawthorne was tall in stature, a man of imposing presence, and to a certain reserve and dignity of manner was united the social qualities and generous impulses which created the warmest friendships. There was an air of sincerity, and an evident desire to do the right thing regardless of consequences about the man which made him universally trusted, and by no act of his life did he ever betray the confidence reposed in him. He was a Christian as the result of the clearest and most deliberate convictions and for many years was a consistent member of the Episcopal Church. He died at the summit of usefulness and in the prime of manhood, on February 15, 1881, universally regretted, and with those who knew him he has left the memory of a broad minded courageous man gifted with great talent, whose career was eminently useful to his fellows and in every way worthy of emulation.

Dr. Hawthorne was twice married. His first wife, Miss Emma Curry, a niece of Congressman Kelly, of Pennsylvania, died in Portland in 1862, only a few weeks after her marriage. He was married to his second wife, formerly Mrs. E. C. Hite, of Sacramento, in 1865, who with two daughters, Louise H. and Catherine Hawthorne, survive him.



HOLMES, THOMAS J. Well remembered by all of the older citizens of Portland and prominently identified with the earlier political and commercial history of the city was Thomas J. Holmes. He was born in Diss, county of Norfolk, England, March 3, 1819, and was a son of William and Mary A. Holmes. His father was a mechanic, who, with the hope of improving his fortunes, migrated to the United States with his family in 1830, and settled in New York City. At this time, Thomas, a bright, robust lad of eleven years, began life's battle for himself. He secured a position with a physician on Staten Island and for some time thereafter not only supported himself by his labors, but also acquired much valuable knowledge from his employer, who took a kindly interest in his welfare. Had he desired it he might have become a member of the medical profession, but the bent of his mind was toward practical affairs and at the end of a few years' service, he began an apprenticeship at the shoemaker's trade. After acquiring his trade and arriving at the age of manhood he engaged in business in Jersey City, starting with no capital other than his mechanical knowledge, native shrewdness and good character. He married soon after and for some years prospered in business. Later on, having lost his wife and met with reverses in business he embarked for South America and for some time thereafter followed the seas. The discovery of gold in California caused him to turn his attention to this portion of the country. In company with a number of citizens from Jersey City, he started for the "land of gold" in a sailing vessel, arriving in San Francisco in December, 1849. A severe illness prevented his starting for the mines, and upon his recovery some months later, he came to Portland, arriving on the steamer commanded by Capt. Crosby, in the spring of 1850. Being without means he at once commenced working at his trade. Industrious and thrifty he prospered and within a brief period gained a large business, and at the same time acquired a most enviable reputation among his fellows for honesty and integrity of character. As his business grew he engaged in other enterprises, all of which he conducted with almost unvarying success. He acquired real estate, and such good judgment and business sagacity did he exercise in all of his enterprises that at the end of a few years he became for that day one of Portland's wealthy men.

He early began to take an active interest in public affairs, being among the first to advocate the establishment of the free school system. He was also active in politics, and was frequently elected by his fellow townsmen to public stations, serving in the city council for several terms. Upon the resignation of Henry Failing as mayor, in 1866, he was selected by the council to serve the unexpired term. So satisfactory to the people was his administration of affairs that he was nominated by his party as its candidate for the following term. The election was hotly contested, but so great was Mr. Holmes' personal popularity that he won the election, although his opponent was a man of high character and earnestly supported by his party.

The evening of the day of election, June 17, 1867, he addressed his fellow citizens in a speech marked by his accustomed vigor. The day following he was upon the streets attending to his business and receiving the congratulation of his large circle of friends. The next day, however, Wednesday, June 19, while apparently possessing usual health, he was stricken with apoplexy, resulting in death within a few hours. This event, occurring after a heated political contest in which he had borne the leading part and from which he had emerged as a victorious candidate, was particularly sad, and shocked the entire community. The spirit of

partisanship was forgotten, and the personal integrity and worth of the man were recalled. The public press of the city gave expression only to words of praise in reviewing his career, while the city council in resolutions of respect to his memory, deplored his death "as a public calamity, involving the loss of an able, just and efficient magistrate, an enterprising and public spirited citizen, a generous friend, a charitable neighbor and an honest man."

In politics Mr. Holmes was a democrat, but while a firm and consistent believer in the cardinal principles of his party, he was without a particle of partisan bigotry or intolerance. He was a friend of every public enterprise, a man of large liberality, using his prosperity for the growth and improvement of the city. As a public official he was painstaking and conscientious, discharging every duty imposed upon him with strict integrity. Dying in the prime of life, at a period when by honest effort he had acquired wealth and a high place in the esteem of his fellows, he has left a record which those who have come after him can recall with honest pride.

By his first marriage he had six children, of whom four are now living, three daughters, all of whom are married, and one son, Byron Z. Holmes, who resides in Portland. His eldest son, Thomas J. Holmes, jr., died in Portland several years ago. Mr. Holmes remarried a short time before coming to Portland. His widow, however, survived him but a few years.

EARHART, ROCKEY P. The subject of this sketch was born in Franklin County, Ohio, on the 23d day of June, 1837, and came to Oregon by way of the Isthmus of Panama, in 1855. Educational advantages were offered him in select schools in his native State, where he gained a thoroughly practical business training. Upon arriving in Oregon, and incidentally meeting with some of the public officials of the day, his superior clerical abilities were very soon recognized, and he received the appointment of clerk under Captain (now General), Robert McFeely, U. S. A., and Quartermaster P. H. Sheridan, then a comparatively unknown soldier. Mr. Earhart remained in the service of the military department until Quartermaster Sheridan left this coast, in 1861, to take part in the war of the rebellion. During this period occurred the Yakima Indian war, in which he rendered valuable aid to the officials under whom he served.

In 1861 he engaged in general mercantile business in Yamhill and Polk counties, in which he continued until he was appointed United States Indian Agent at the Warm Springs Agency, to succeed Colonel Logan, where he remained until the appointment of Captain John Smith, 1865. For some time thereafter he served as chief clerk and special Indian agent under Superintendent Huntington, and was Secretary of the Board of Commissioners appointed by the General Government to treat with the Klamath and Modoc Indians. In 1878 he again engaged in the mercantile business in Salem, in which he continued until 1872. In conjunction with other citizens Mr. Earhart was active in maintaining peace and quiet at the capital during the troublesome times when the civil war was raging, and when an outbreak might have occurred but for the courage and coolness of a few citizens who were prepared for active service and could be ready for any emergency at a moment's notice.

He represented Marion County in the Legislature in 1870, and was instrumental in securing the first appropriation for the erection of public buildings in the State. At the close of his term he removed to Portland where he has since continued to reside, and for some time was engaged in the business department of the *Daily Bulletin*. In 1874 he was appointed chief clerk of the Surveyor General's office, which position he held until 1878, when he resigned to accept the office of Secretary of State, to which he had been elected. He entered upon the duties of that office in September of that year, and at once thoroughly reorganized and systematized the business pertaining to the office and so acceptably did he discharge his official duties during his term of four years, that he received the unanimous vote of the Republican State Convention for re-nomination, and secured a majority of over 2,500 votes at the general election in June, 1882. His second term like the first was eminently satisfactory to the people, and upon his retirement from office—perhaps the most responsible in the State Government—his administration was heartily endorsed both by political friends and those of opposite political faith. From 1885 to 1887 he was Adjutant General of Oregon, and in 1888 was elected a member of the Legislature from Multnomah County, in which position he is at present ably serving the public. For several years he has been actively engaged in business in Portland, and is now manager of a large corporation organized by Portland capitalists.

Mr. Earhart has taken active interest in the Masonic order for many years, having been a member of this order since 1863, and has held every office within the gift of the fraternity. He was elected Grand Secretary of the Grand Lodge in 1872, and served until 1878, when in recognition of his past services in that body he was elected to the high and honorable position of Grand Master, and was re-elected in 1879. He has also been Sovereign Grand Inspector, and has attained to the thirty-third degree of the Scottish Rite in the State of Oregon. He assisted in the organization of the first Commandery of Knight Templars established on the North Pacific Coast, and served for four years as its Eminent Commander, being presented upon his retirement from that office with a beautiful Masonic jewel. Mr. Earhart is now Grand Commander of Knights Templar of the State of Oregon.

For the last quarter of a century Mr. Earhart has been almost constantly in the service of the public in some capacity, and in every place he has been called to fill he has increased his hold upon the good opinion of the people. Indeed it would be difficult to find one better fitted by nature for the duties of public office. He is a careful, thorough business man, punctual in the discharge of every duty, and under all circumstances can be implicitly trusted. He is firm when he takes a stand he believes to be right, is always courteous and possesses that personal magnetism which effects to a more or less degree all with whom he comes in contact. He easily wins and holds the confidence of all with whom he associates, and for his intimate friends has a frank, warm and loyal attachment—as warmly and loyally reciprocated. He is accustomed to look upon the bright side of life and at all times is brimming over with geniality and good humor, which flow from him as naturally as light from the sun. He is an engaging conversationalist, his descriptive powers being vivid, which, added to his heartiness of manner, make him a most popular and entertaining companion. He has been more than ordinarily successful in business, which can be ascribed to keenness of preception in financial matters, and well directed and persistent work. He has ever been ready to co-operate to the extent of his ability with Portland's most

public spirited citizens in any project for the benefit of the city, and during his residence here, according to his ability to do, and to give, the city has had no more helpful friend. Mr. Earhart is of ordinary height, stout build, with a full kindly face and sparkling eyes through which are displayed the cheerful and social nature, determined to extract all the good out of life consistent with right living.

He was married on July 2, 1863 to Miss N. A. Burden, daughter of Judge Burden, of Polk County, Oregon. They have four children, all daughters.

ALISKY, CHARLES ADOLPH, was born near Frankfort-on-the-Main, Germany, October 6, 1840, and is a descendant of an old and highly honorable German family which for several generations has resided at or in the immediate vicinity of the place of his nativity. His father, William Alisky, was a native of Mayence, and early in life exhibited rare musical talent, at the age of seven years playing a flute solo at a concert in Mayence. His genius for music attracted the attention of the Grand Duke of Hussia under whose protection he was sent to the Conservatory of Music at Paris. Here he became a classmate and intimate friend of Richard Wagner, the celebrated composer, and Karl Maria Von Weber, who at that time were pursuing their musical studies at Paris. After completing his musical education at Paris he became musical director of the Theatre at Darmstadt at that time one of the largest and finest in Germany. While thus engaged and giving promise of a brilliant future in music, the Grand Duke of Hussia died. With the death of his protector and benefactor, his professional career came to an end and he was obliged to seek new means of gaining employment. He thereupon embarked in the music printing business, which he carried on only for a brief time, when he sold out and established a summer resort at Bergen, near Frankfort-on-the-Main—known as Bellevue—a place celebrated for the beauty of its scenery. The latter venture was in advance of the demands of the times and was not particularly successful. He continued in this line of work but a short time when he disposed of the main interest in the venture and invested most of his capital in a Belgian Company, which had been formed for the purpose of building a canal across the Isthmus of America, intending to commence operations on the Atlantic side at the city of Santa Thoma on Turus Bay, Guatamala. With his wife and children he proceeded to the scene of operation, but the vessel in which they sailed and which contained supplies for the work, was wrecked at the mouth of Montagua River, Guatamala. The family was saved but all of them endured great hardships. In attempting to save the goods in the vessel, Mr. Alisky exerted himself excessively, which with the exposure to which he was subjected during the storm brought on an illness which terminated in his death at the age of thirty-seven years. All of the family passed through a period of sickness, and besides the father, one of the sons died. Mr. Alisky was a man of more than ordinary force of mind. He had been liberally educated while his musical training had been most carefully and thoroughly conducted. Had he devoted himself exclusively to music he would undoubtedly have taken a high rank in his profession. Not only was he a performer of great ability, but his musical compositions possess merit of a high order. He was also a man of practical ideas and of enlarged views and had he lived to carry out his projects would have achieved for himself a highly creditable place in the business world.

At the time of the death of his father, the subject of this sketch was four years of age. The family, at this time consisting of five children, after a short stay on the Isthmus, returned to Germany, settling at the old home near Frankfort-on-the Main, where they were surrounded by their relatives who were well-to-do people. Here and at Mayence and Bergen the early life of our subject was passed. He received a good practical education, while the naturally artistic side of his nature was cultivated and developed by instruction in drawing. At an early age he entered the confectionery store of an uncle at Mayence, where he served a regular apprenticeship as a confectioner. From Mayence he went to Frankfort-on-the-Main, where at the age of seventeen years he became foreman in a confectionery establishment. This service was followed by a brief period of service as foreman in a similar establishment at Weisbaden, a popular bathing resort. When nearing his eighteenth year he withdrew his allegiance from his native country, actuated at the time with the purpose of making a home for himself in the new world. For a short time thereafter, however, he worked at his trade at Hamburg. In 1859 he came to America, and for a time continued at his trade in the service of an uncle in New York city. He then went to Macon, Georgia, and for a few months was confectioner in the Linear House, the leading hotel of the city. It was during this period that he had an opportunity of seeing the great evil of negro slavery in the South, which ultimately made him a strong supporter of the Union cause during the war and an ardent member of the republican party. After his experience in the South he joined his brother Edward in California, where for four years he engaged in mining in Tuolumne county.

In 1863 he went to San Francisco, where he again took up his trade, being employed by Peter Job, at that time the best known confectioner in California. He remained but a short time in San Francisco, and came to Portland in the fall of 1863, where for a few months he followed his calling. He then went to Victoria, British Columbia, and established a confectionery store. In 1866 he returned to Portland and established a manufacturing confectionery store. For three years he conducted it alone, after which Charles Hegele became a partner and so continued until 1872, when Mr. Alisky assumed sole control. Perhaps Mr. Alisky will be always best known in Portland in connection with the confectionery and restaurant which for so many years he conducted on First street. He was the first to put this business on a high plane, and during all the years he was connected with it, it was the leading establishment of this kind in the city. This branch of his business he disposed of in 1886, but it is still known as the "Alisky Restaurant." In 1887 he established the Alisky Candy Manufacturing Company, but sold out his interest in 1888, and has since devoted his time to the management of his extensive real estate interests.

From the time he located in Portland, Mr. Alisky has had unbounded confidence in the city's growth, and from the beginning of his business career he freely invested the profits of his business in real estate, most of which he still retains. These investments have proven the wisdom of his judgment and have made him a large fortune. He is at the present time owner of some of the most valuable business property in the city. For thirteen years he was a member of the volunteer fire department, and at one time was assistant engineer of the city department. He is a member of the various German social, dramatic and singing societies of Portland, and of some was

one of the founders. For thirteen years he was president and treasurer of Turn Verein society, and was the first president of the Arion society. He has always been a liberal supporter of the various aid societies. He is also a member of the Independent Order of Odd Fellows and of the Knights of Pythias, in the former having received the highest honors of the subordinate lodge.


The most conspicuous attribute in Mr. Alisky's character has been that of energy. From the time he started in business for himself until his practical retirement, about three years ago, few men could have pursued their plans and work with more untiring and steadfast industry. This has been the main secret of his success. He has always been a firm believer in Portland's destiny and has shown his faith by his works. He has ever been a free and liberal contributor to every deserving public enterprise, while to benevolent and charitable efforts, regardless of creed or sect he has been equally generous. His entire business career has been above reproach and he rightfully stands high in the estimation of the business community. During recent years he has made an extended visit to Europe, spending considerable time amid the scenes of his early youth, and while the *Fatherland* will ever have a warm place in his heart, he is proud of his adopted country and rejoices that his lot was cast among the most progressive people of the world.

Mr. Alisky was married, in 1862, to Miss Caroline Francisca Hegele. They have one son, an artist of much promise, who is pursuing his art studies in Europe under the best masters of Dresden and Munich.

JOHNSON, A. H. Few American cities can furnish so many instances where men have accumulated large fortunes simply by well directed labor, however adverse the circumstances which surrounded their early struggles, than Portland. The subject of this sketch is a striking example of the truth of this statement. Arriving in Portland some thirty odd years ago, without friends or money, but possessed of good health and plenty of pluck and energy, he has steadily pushed onward and upward until to-day he occupies a prominent place among the leading business men of the city.

He was born in London, in 1830, and is the third among eleven sons and daughters of Richard and Mercy Johnson. His father was a butcher, but on coming to America, in 1843, settled on a farm in Waukesha County, Wisconsin, where, with his family, he continued to live until 1869, when he came to Portland, and resided with the subject of this sketch until his death in 1871. Young Johnson had but little chance for gaining an education, a short period of instruction in the public schools of London completing his opportunities in this direction. Although he was but thirteen years old when he left London, he had become very familiar with that great city and he still retains the most vivid recollections of his early home. After the family came to Wisconsin, he assisted his father in the labors upon the farm, being thus employed until after he had passed his twentieth year. He then went to Milwaukee and secured work in the pork packing establishment of John Plankinton. Here he remained about a year, when he entered the service of Thomas Cross.

In the spring of 1852, he left Milwaukee with an ox-team train bound for Portland, Oregon, consenting to drive a team across the plains for his board. He remained with the train during its long and wearisome journey until the Cascades



were reached. Here he secured passage on the little steamer *Flint*, bound for Portland, arriving September 17th, 1852. He had been brought up on a farm and was perfectly familiar with all the conditions necessary to carry on farming successfully, and the rich soil of the Willamette Valley, combined with its genial climate soon convinced him he had found a territory which would in time become a rich and prosperous region. He determined to remain and work out his destiny here. He had no money or even an acquaintance, but equipped with a rugged constitution and plenty of pluck and energy, he was not for a moment dismayed. For the first three months after his arrival he worked for a butcher by the name of Charles Albright. He then purchased a half interest in a meat market on Front street, between Morrison and Yamhill. Richard S. Perkins soon after bought the other half interest in the business and the firm of Johnson & Perkins was then established. Both had had practical experience in this line of business, and abundant success followed their undertaking. They remained together for ten years, and during this period were located on the corner of Washington and First streets where the First National Bank now is. Since the retirement of Mr. Perkins, Mr. Johnson has managed his business alone. In 1863 he built a market on the corner of First and A streets, known as the Pacific Market. Here he remained until the Central Market was opened in 1871, where he remained for sixteen years. In 1887 he moved to his present location on First street, below Ash.

For many years Mr. Johnson has been the heaviest dealer in meats in the city. His operations in packing, butchering, handling and selling of all kinds of live stock have grown to very large proportions, his yearly business reaching a sum from \$200,000 to \$400,000. He has also been an extensive operator in real estate, owning some of the most valuable business blocks in the city, and 2,500 acres of timber and farming lands within ten miles of Portland.

During his whole business career Mr. Johnson has borne a high reputation as an honorable, straightforward business man. Every obligation he has assumed he has faithfully and fully discharged. His business operations have brought him into close contact with men in every part of the State, and have given him a wide and intimate acquaintance with the people enjoyed by few men in Portland. He has been a hard worker all his life, but his years of active toil have had but slight effect upon his naturally vigorous constitution. He has ever been liberal, generous and charitable, and ever ready to co-operate with Portland's most progressive citizens in any enterprise which promises to advance the general good.

He was married in 1853 to Miss Cordelia St. Clair, of Washington County, Oregon. They have had fourteen children, of whom ten are now living—five sons and five daughters, in order of birth as follows: Stephen M., Mercy S., wife of A. T. Dobbins, of Columbia County; Arthur R., Charles N., Cordelia J., wife of T. N. Dunbar, of Portland; Mary H., wife of E. H. Parkhurst, of Portland; Annie M., wife of Arthur L. Wylie, of Portland; Hamilton B., Caroline V. and Admire T. G. Johnson. William S., his second son met with a fatal accident in Washington County, in the spring of 1889. He was married and left a family of five children.

Mr. Johnson has been a very useful man to Portland and to the country at large. On men of work and worth like him the prosperity of communities depends.

WHALLEY, JOHN WILLIAM, was born on the 28th of April, 1833. His ancestors on his father's side had, for a long period, been yeomen residing at Dent in the West Reding of Yorkshire, England, who had migrated there from Norfolk, and belonged to the same family of which Edmund Whalley of the Cromwellian Army was a member. Many of the family held respectable positions, both in the church, the army and at the bar, the elder sons usually owning and managing the small estate of the family, the younger members making their living in some of the learned professions. On his mother's side Mrs. Whalley's "fore-elders," as termed in Cheshire, were Welsh, and for more than 200 years occupied, under lease for that term, the estate of Overton Hall, owned by Lord Kenyon. This lease terminated in the life-time of Mr. William Jones, the grandfather of Mr. Whalley, who then with his family moved to Canada, and from thence to New York City, where he died and was buried in St. Paul's churchyard on Broadway.

Mr. Whalley's father, Rev. Francis Whalley, left England under an appointment from the society for the propagation of the gospel in foreign parts and was stationed in Annapolis, Nova Scotia, where the subject of this sketch was born. In 1835 the family returned to England, the father becoming rector of Rivington Parish, Cheshire, but was subsequently appointed Chaplain of Lancaster Castle, followed by service as rector of the parish at Churchtown, Lancashire, afterwards of New Hutton and then of Old Hutton, near Kendal in Westmoreland. Here amid the wild and grand scenery and beautiful lakes of the north, young Whalley lived until thirteen years of age, pursuing his studies under the guidance of his parents, both of whom were cultured and educated people. He not only at this age had received a good rudimentary education but even had acquired considerable knowledge of the classics, being able to read Caesar at nine and Ovid at ten.

The humble circumstances of Mr. Whalley's parents, who, beside himself, had two sons and a daughter to provide for, made all hopes of their giving him a collegiate education impossible. This fact induced him, at the age of thirteen, to take service as an apprentice on board the merchantman "Speed," in which vessel he sailed from Liverpool for New York, in the year 1847. On arriving in New York, not liking the sea, he left the ship, and with an aunt visited his grand mother, who at that time was the widow of Dr. Adrian, of New Jersey, a man distinguished both in scientific and political circles. Meeting his uncle, Mr. Thomas Jones, author of an excellent treatise on bookkeeping, and a teacher of that science, young Whalley entered his office, remaining with him until March, 1848, and during that period acquired the rudiments of a fair mercantile education.

Mr. Jones in obedience to the command of young Whalley's father sent him to England in 1848, where it was understood a situation in the Bank of England awaited him; but on arrival there it was found impossible to secure the situation. Being unable to obtain employment, and realizing that his native country offered few advantages to a person without pecuniary expectation and commanding little influence, young Whalley again determined to go to sea. He went to Liverpool in February, 1849, and bound himself as an apprentice on board the *Antelope*, then bound for San Francisco, California, at which point he arrived on the 17th of July, 1849, in the very height of the gold excitement. With other sailors young Whalley deserted, and began the life of a miner. During the winter of 1849 he worked in the mines on the south fork of the American River below Coloma, and in 1850 on the

Middle Yuba. He followed a miner's life, going through all the vicissitudes thereto, until the year 1858, at which time, being then located in Yreka, California, he determined to abandon mining, which had been unproductive, and to study for admission to the bar.

Being without means, and desiring more opportunity for studying than the occupation of mining had afforded, he procured the position of teacher in the school at Little Shasta, near Yreka. He pursued teaching with success, up to the year 1864, exclusive of the years 1861 and 1862, most of the time being employed in the public school at Yreka, the county seat. During the years 1861 and 1862, he filled the office of county superintendent of schools, in which position he served with great credit and to the entire satisfaction of the people.

From 1858 to 1861, Mr. Whalley was a frequent contributor to the local press of Siskiyou county and to the *Hesperion* magazine, published at San Francisco. Many poetical contributions to the latter periodical were extensively copied throughout the United States, evoking much favorable comment from the local press.

On the 21st of July, 1861, Mr. Whalley was married to Miss Lavina T. Kimzey, of Little Shasta, who had been one of his pupils. Seven children have been born to them, six daughters and one son. Five of the daughters are now living, one of whom is married to Mr. J. Frank Watson, of Portland, and another to Lieutenant Allison, Second Cavalry United States Army, now stationed at Walla Walla.

During the years Mr. Whalley passed in teaching, he continued reading law, and was admitted to practice, in 1861, before Judge Dangerfield in Siskiyou county, but deferred entering into active practice until 1864. He then went to Grant county, Oregon, and there opened a law office, meeting with good success in his profession. Mr. M. W. Fecheimer, who had studied law with Mr. Whalley, soon after being admitted to practice, opened an office in Portland, and it was through his solicitation that Mr. Whalley finally determined to come to Portland. He was led to this decision partly through a desire to reach a point where better facilities could be had for educating his children than could be found in Grant county. He arrived in 1868, and formed a co-partnership with Mr. Fecheimer, under the well remembered firm name of Whalley & Fecheimer. The firm soon acquired a lucrative practice. They made the bankrupt law of 1867 a specialty, and most of the business in that department of legal practice throughout the State came into their hands. This was an exceedingly profitable branch of practice in Oregon for some years after the establishment of the firm. The surplus earnings from their professional work, both members invested in business property in Portland and its rapid increase in value during recent years has secured for each a handsome fortune.

In 1870, Mr. Whalley was elected a member of the legislature from Multnomah county and served for one term, when he retired altogether from political life, preferring to devote his whole attention to his profession.

Mr. Whalley has been a prominent Odd Fellow for many years and, in 1870, represented the Grand Lodge of Oregon in the Grand Lodge of the United States, at its session in Baltimore.

Desiring to visit Europe, Mr. Whalley, in 1883, dissolved his legal co-partnership and with his daughter, now Mrs. Allison, made an extended tour of the Old World. He returned to Portland in 1884, and resumed the practice of law in connection with Mr. H. H. Northup and Mr. Paul R. Deady, under the firm name of Whalley,

Northrup & Deady. A large practice was quickly obtained, the firm becoming especially prominent in important railway litigation. Judge E. C. Bronaugh was admitted as a member, in 1885, the firm name being changed to Whalley, Bronaugh, Northrup & Deady. Mr. Deady subsequently retired, and the firm was thereafter known under the name of Whalley, Bronaugh & Northrup. Having accumulated a large property, and the management of his own private business requiring more of his time than his legal practice permitted, Mr. Whalley retired from the firm and the active practice of the law in March, 1889.

Mr. Whalley has long held a place in the front rank of his profession. He has a well ordered mind and in his forensic encounters his legal forces are always under perfect control. His love of a "fine point" has become a subject of trite remark among his legal brethren throughout the State. He is remarkable for his tactical and strategic qualities. He avails himself of every opportunity for legal surprises and overlooks no means of legal defense. By many practitioners the weightier matters of the law are often sacrificed to these qualities, but such is not the case with Mr. Whalley. The care which he bestows upon the "critical niceties" of the law is due to his mental activity and to the habit of thoroughness in what he undertakes, and not to any neglect of any of the broad principles which make the study and practice of the law one of the most elevating and useful pursuits of mankind.

Mr. Whalley has a thorough contempt for the farces and shams of society, which with a combative temperament has led to a habit of speaking his mind about men and things with plain and piquant speech, and not infrequently with offense to those who find themselves, in the language of Bret Harte, "the individuals who happen to be meant." He has a keen appreciation of the humorous, and this with his imitative faculties make him the best story teller and the most enjoyable companion at the bar.

He is an indefatigable sportsman and is a master of the science of casting a fly, or for that matter of making one; and he can talk to the professional angler in his own language. Every foot of that sportsman's paradise from "Mock's bottom" to "Charley Saline's" is to him familiar ground. In illustration of the difficulty that men bent on pleasure sometimes have in leaving the cares of business behind them, it is related of him that he once made the trip of several miles to his favorite hunting preserve, absorbed by the question whether demurrer would lie to a particular complaint, only to find when his destination was reached that he had left his gun at home. The man in charge of the premises has always steadfastly refused to disclose the nature of the remarks which the occasion seems to have required.

For the last several years his fondness for shooting aquatic fowl has led to the partial abandonment of the pursuit of other classes of game birds. With a few chosen friends he controls the shooting privileges over about 1200 acres of lake and marsh land on Sauvie's Island, which in season he visits once a week. He has taken a great interest in the preservation and protection of the game of the State, and urged with vigorous zeal the enactment by the Legislature of beneficial game laws. Largely through his efforts this was finally accomplished, the statute of the State to-day containing many laws of his own construction, regulating the taking of game which are susceptible of no misinterpretations. For a long time he was President of the Multnomah Rod and Gun Club of Portland, an organization which under his personal influence and endeavor accomplished much good in the line just indicated, and was

especially vigilant in the detection of violation of game laws and active in the prosecution of the wrong doers. He was also chosen first President of the Sportsman's Association of the Northwest, and at the expiration of his term was re-elected. This association, virtually an amalgamation of the different sportsman's clubs of the northwest territory, had for its object the protection of the game of the entire northwest, and the promotion of that uniformity in legislation made desirable by the geographical location of the different States and Territories and the similarity in the kind and habits of the game found therein. This association is now in active existence, and is exerting an influence which will not fail to largely effect the course of legislation upon matters coming within the scope of its constitution.

Mr. Whalley is a man of alert mind, of great legal and literary erudition, has ready command of language, and speaks and writes with admirable force. He is at all times accessible, is steadfast in his friendships and has intellectual powers that would bring him to distinction in any situation.

KILLIN, BENTON, one of Portland's prominent citizens, was born in Des Moines, Iowa, on the 5th day of August, 1842. When only three years old his parents crossed the plains, and settled on the old homestead, on Butter Creek, Clackamas county, Oregon, in the spring of 1847. Here his aged mother still lives, enjoying, in the evening of life, a rest from the severe toils of her earlier years. On this farm the next twelve years of young Killin's life was spent in the hard labors of a farmer's boy. But while thus surrounded, with but little to arouse his ambition, he was planning something different and to his taste better.

When 16 years old he started out from home to fight life's battle alone. During the summer he toiled faithfully on a farm and with the wages thus earned he entered the Willamette University, where he remained as a student until the spring of 1861, supporting himself in the meantime by working for farmers in the neighborhood during vacation, and employing himself at whatever his hands found to do on Saturdays.

In the spring of 1861, his health gave away. The tell-tale flush upon the cheek and the exasperating cough gave out the warning that consumption was fast taking hold on him. Abandoning his studies, he sought to renew his strength in the mountains and mines of Idaho, where he remained until January, 1862.

At this time his health being restored, his patriotism led him to the support of his endangered country, and for three years he served faithfully in the 1st Oregon Cavalry, enduring without murmur the dangers and hardships of a soldier's life to serve the country he loved so well.

Peace being restored, he gladly laid down his arms, and resumed the work of obtaining an education. In the fall of 1865, he entered Pacific University at Forest Grove, where with untiring diligence he prosecuted his studies for one year, going over a two years' course in that time.

After leaving school he commenced reading law, supporting himself in the meantime by teaching a winter term of school. In 1866, he was elected superintendent of schools for Clackamas county, serving out his term to the satisfaction of the people.

In the fall of 1867, he was admitted to practice law and at once opened an office in Oregon City. He was successful from the start, trying and winning in the first year of his practice, one of the most stubbornly contested actions for damage ever fought in the courts of Oregon, in which his client recovered \$4,000.

In 1870, Hon. E. D. Shattuck offered him a place with Logan & Shattuck. On the first of January of that year the firm of Logan, Shattuck & Killin was formed; and to say what is the simple truth, that Mr. Killin fully sustained his part in that firm, is to give him a great compliment. The firm, which lasted for some four years, was one of the leading law firms in the State, and when it was dissolved, in 1874, by the retirement of Hon. David Logan, and the return of Hon. E. D. Shattuck to the bench, Mr. Killin's position in the front rank of the Portland bar was fully established. This rank he has ever since maintained.

In July, 1873, he was married to Miss Harriet Burnett Hoover, a daughter of the late Jacob Hoover, of Washington county, one of Oregon's earliest and most honored pioneers. Her brother, Hon. J. Hoover, ex-mayor of Spokane Falls, is now president of the Exchange National bank of that city, and one of her leading citizens. Mr. Killin and wife have two children, a boy and a girl, who are truly their parent's joy and pride.

Mr. Killin is a land lawyer and to this branch of the law he has principally devoted himself. His opinions, always honestly given, carry with them a weight second only to the decisions of our highest courts. He has always shown his faith in the future of the city by investing his means, as fast as obtained, in real estate, and as a result he is now possessed of an ample fortune.

His judgment is good and his advice has been sought and followed in many of the larger transactions which have taken place in our city since he has been practicing his profession here.

In politics Mr. Killin is a democrat, but his independence will not allow him to be a strong partisan. He is nevertheless a quiet and effective member of his party and his executive ability causes his advice to be eagerly sought by his party associates.

He has never sought office but his friends, who are many, confidently expect to see him some day high in position.

Like all strong men he is a man of his own opinions, which he expresses fearlessly. He is firm and unyielding in his attachments and is always ready to assist his friends. While not in the ordinary sense a popular man yet in the circle of those to whom he gives his confidence, none has a warmer place than he. He is the soul of honor, and wherever known his word passes as current as coin of the realm.

In person Mr. Killin is a portly gentleman, of pleasing appearance, and though now only in the prime of life is thoroughly enjoying the fruits of his early years of toil. The honorable success he has achieved is sufficient attestation that his work has been done well.

SAYLOR, WILLIAM H., M. D., was born in Wapello County, Iowa, August 17, 1843. His parents were Conrad G. and Mary A. (Black) Saylor. In 1852 he was brought by his parents across the plains to Oregon, and in the fall of that year arrived in Portland. In the succeeding spring the family went to Olympia, Washington Territory, remaining there until the summer of 1854 when they removed to

a farm which his father had purchased in Rock Prairie. Here our subject lived until the breaking out of the Indian war of 1855 when the family, removed for protection to Fort Henness, on Grand Mound Prairie, residing there until hostilities were practically at an end in the fall of 1856, when they returned to Oregon, settling at McMinnville. During the first years of his life here he performed the duties of clerk in his father's store, meanwhile attending school at the old college building, within whose walls so many of the prominent men of Oregon have obtained the greater portion of their education. During the summers of 1861-2-3 he was engaged in mining at Oro Fino, Salmon River and Boise mines, and the remaining portions of these years attended school at the Willamette University. Even at this time he had resolved to become a physician. The life he was leading and the prospects it held out to him by no means met the scheme of his ambition, and despite the disadvantages of his surroundings and opportunities his cherished plans made him courageous and equal to all emergencies. But before he could put his resolve into execution a turn had come in the civil war which made the outlook for the success of the rebel cause seem imminent, gladdening the hearts of the rebel sympathizers in the north and making every lover of the Union tremble for the safety of the country. At this time a call was made upon the patriotic sons of Oregon to enlist and go forth for the protection of the frontiers against Indian depredations, they having been vacated by the regular troops by reason of their having been ordered to the South to defend and protect the old flag. The doctor, true to the needs of the country, was among the first to offer his services. He enlisted in Company B, First Oregon Infantry, in December 1864 and served until he was honorably discharged in 1865. He then returned to The Dalles and as a prelude to the study of medicine entered a drug store. After gaining a good knowledge of the practical part of medicine so far as such occupation would permit, in the meanwhile studying his text book under the direction of Dr. J. W. McAfee, he resigned the position and began a systematic course of study of medicine at the medical department of the Willamette University, graduating from that institution in 1869 with high honors.

He began the practice of his profession at Forest Grove and met with most flattering success. After several years practice, being satisfied that there was still much to be learned in his profession, he went to New York and entered the celebrated Bellevue Hospital Medical College, graduating in 1876. Soon thereafter he returned to Oregon and resumed practice in Portland where he has since remained.

Doctor Saylor assisted in the organization of the Oregon State Medical Society and in 1879 held the office of Corresponding Secretary; in 1883 was elected President, and in 1887 was chosen one of the Board of Censors for a term of five years. In its interest he has always been an active member, contributing at nearly every session a treatise on some important subject. Soon after locating in Portland he was appointed attending surgeon and physician at Good Samaritan Hospital and has ever since retained the position. In 1882-3 he was Professor of Anatomy in the Willamette University, and at the organization of the Medical Department of the State University of Oregon was elected Professor of Clinical Surgery and Diseases of the Genito-Urinary Organs which position he still retains. In recognition of his abilities he was appointed by Governor Moody Brigade Surgeon of the State Militia and served during Gov. Moody's term of office. For two years he has been medical director of

the Oregon Department of the G. A. R.; in 1887 was Grand Medical Director of the Ancient Order of United Workmen for the jurisdiction of Oregon, Washington and British Columbia, and at present is President of the Portland Medical Society.

Dr. Saylor was married, in 1873, to Miss Phoebe A. Wing, who at that time was a preceptress in the Pacific University at Forest Grove. She died in 1875, leaving to him the care of a daughter. He was again married, in 1883, to Miss Carrie Caples, eldest daughter of Hon. J. F. Caples, of Portland.

In his profession Dr. Saylor holds a position due to his talents and manly character. His services are eagerly sought after in consultation where wise counsel, a high degree of skill and unerring choice of means and expedients are required. He is a general practitioner, but it is in the department of surgery he particularly excels, having performed successfully some of the most difficult operations known to surgical science.

Politically the Doctor is an ardent republican, and although solicited at times to accept nomination for several important offices, he has persistently refused, preferring to confine his usefulness to his profession. In religious views he is liberal, rather leaning toward the belief of the denomination known as Christians, of which his parents were active and worthy members. Personally, the Doctor is a plain, unassuming man, of sensible and practical ideas. He is affable and pleasant in manner and has the same genial greeting for all, be they rich or poor, which has made him deservedly popular with all classes. In the prime of life, with a thorough knowledge of his profession and an experience of the most varied and valuable character, it is not too much to expect that in the years to come, Dr. Saylor will add new laurels to a reputation which even now place him in the front rank of Oregon's most successful practitioners.

LOTAN, JAMES, was born in Paterson, New Jersey in 1843, and is of Irish descent, his father John Lotan, having been born in Ireland and emigrated to America in 1840. Until his twelfth year young Lotan attended the public schools of his native city. He then became an apprentice to the machinist trade in his uncle's shop. After acquiring a full knowledge of his trade he went to Jacksonville, Florida, where with an elder brother he was employed until the war of the Rebellion began, when he returned home, and a few months thereafter, in May 1861, enlisted for two years in Company C, Ninth New York Volunteer Regiment, commanded by Col. Rush C. Hawkins. This regiment was first stationed at Fort Monroe and from there proceeded to Newport News, where it took part in a fight at Great Bethel, which resulted in one of the first victories for the Union army. It left Newport News with Gen. Butler's expedition and at Fort Hatteras joined Gen. Burnside's command, proceeding with this division of the army up Pamlico Sound to Newbern, N. C., where it fought a battle. From this point it proceeded back to Roanoke Island and from there to Newbern, participating in the battle of South Mills and in numerous skirmishes along the line of March. From Newbern the regiment proceeded through the Dismal Swamps to Norfolk, Virginia, and from there by way of Newport News to Aquila Creek where it joined the Army of the Potomac, and formed a part of Burnside's division during the terrible slaughter of Union men at the battles of Fredericks-

burg, Antietam and South Mountain. At the latter battle the ninth lost heavily, and after being twice recruited went back to Newport News, where Mr. Lotan remained with the regiment until his term of enlistment expired. He was mustered out in June, 1863.

In July, 1863, Mr. Lotan went to Washington, D. C., where he was employed at his trade in the navy yard until May, 1864, when he sailed from New York, via Panama, for San Francisco, arriving in the latter city after a voyage of thirty-nine days. After working at his trade in San Francisco, and Victoria, Vancouver's Island, a few months, in April, 1865, he came to Portland, where he has ever since continued to reside. For seven years after coming to Portland he was employed by the Oregon Iron Works, the first two years as a journeyman and the remainder of the time as foreman of the machine shop. In 1872 he became superintendent of the Willamette Iron Works. He soon after purchased a small amount of its stock and as he was able continued to add to his original purchase until he acquired, several years ago, a half interest in the concern, the works now being owned by Mr. Lotan and M. W. Henderson, each having an equal interest. They employ over one hundred men, and do a general foundry and machine business, but make a specialty of steamboat boilers and engines, and in this line for several years past, have made more than all the rest of similar works in Portland combined. In 1884 they established a shop at The Dalles, known as the Fulton Iron Works, where twenty-five men are employed, principally in making railroad castings for the Oregon Railway & Navigation Company. Mr. Lotan is manager of both concerns and it is almost solely owing to his practical knowledge and constant supervision of the business that such a high degree of success has been attained.

In 1870 Mr. Lotan was appointed United States Local Inspector of steam vessels, by Secretary Boutwell. At the time of his appointment there were only seventy-one steamboats in the district under his jurisdiction. This number had increased to one hundred and seventy in 1887, and his duties in relation to them consumed so much of the time which his personal and private business demanded that he was forced to resign the position. His practical mechanical knowledge made his services in this connection highly valuable and much appreciated by the government.

Soon after coming to Portland, Mr. Lotan joined the Washington Guards, one of the leading military organizations of that day, and took quite an interest in local military affairs. He was elected 2d Lieut. of the company, and when the Washington Guards and the Emmett Guards were formed into a battalion, he was elected and commissioned its Major, holding this office until the battalion was disbanded some two years later. He also served for fifteen years in the old Volunteer Fire Department, of Portland, and rendered valuable assistance in the organization of the present paid department. He was appointed a fire commissioner in 1883, by Mayor Chapman, a position he still retains and most acceptably fills.

Mr. Lotan has always been an enthusiastic republican, and in local political affairs for the last seventeen years, has taken a most prominent part. Personally he has never been a seeker after office, but no one in Portland has more persistently labored for the success of his party and candidates than Mr. Lotan. His position as a leader is well recognized, and has been thrust upon him more by the force of circumstances and the knowledge of his friends of his political sagacity and ability for leadership,

than through any desire on his part for political notoriety or influence. He has repeatedly been chairman of the Republican County Committee, and at present holds this position. In every campaign which has been waged during recent years in city and State politics, Mr. Lotan has taken a prominent part. He is a man of strong personality, and while not naturally aggressive, is, when occasion demands it, a hard fighter, and not easily driven from a stand he may take as to men or political principles.

Mr. Lotan has been successful in business as the result of hard, persistent work, and because of his thorough and practical knowledge of the line in which he is engaged. The business which he practically controls is no inconsiderable factor in the city's prosperity, and in the years to come promises to become a still more important element in Portland's material development.

Mr. Lotan was married in 1868 to Miss Emma Carroll, of Portland. They have one son, who is assisting his father in the management of his business.

KLOSTERMAN, JOHN, wholesale grocer and commission merchant of Portland, was born in Hoya, Prussia, in 1840. He was educated in the common schools of his native town and also attended an Agricultural College in Eastern Prussia. In 1858 he took charge of an estate for a large land proprietor continuing in such capacity for about ten years. In 1867 he came to America and for the first six months while acquiring the English language worked on a farm in Illinois. He then went to Cariboo, British Columbia and was engaged in prospecting and mining for nearly a year, after which he came to Portland and for three years worked as a clerk for Joseph Levi, a meat packer. He then started in business for himself as a member of the firm of Henry Hewitt & Co., general commission and grocery merchants. In 1870 he retired from the firm and embarked in the wholesale grocery and provision business on the corner of First and Ash streets. At the end of four or five years he removed to the corner of Front and Ash streets. For the first few years his brother, A. Klosterman, was associated with him in business under the firm name of Klosterman Bros., but since 1879 Mr. Klosterman has been alone although the firm name of Klosterman & Co. has been retained. Since 1881 he has been located at 70 Front street.

Mr. Klosterman commenced business with a very limited capital, but year by year his trade has increased in magnitude until at the present time it has grown to large proportions. He is an extensive importer of foreign groceries and provisions and finds sale for his goods in Alaska, Idaho, Oregon, Montana and Washington and from 500 to 1000 miles north, south and east of Portland, five traveling salesmen being employed in this large territory.

He was married, in 1875, to the oldest daughter of Capt. John H. Wolfe, for many years commodore of the Oregon Railway and Navigation Company's line of steamers. They have two children, a son and a daughter.

Mr. Klosterman possesses fine business abilities and has had a remarkably successful career. The management of his business has so thoroughly taken up his time and attention that he has had comparatively little time to devote to projects outside the line in which he is engaged. Nevertheless he has made some

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fortunate real estate speculations, and is a member of the Oregon Fire and Marine Insurance Company and a director in the City Board of Charities. He is regarded as one of Portland's trustworthy business men and one whose career already brilliant in its achievements, promises to be of still greater benefit to the city and State in the years to come.

NORTHUP, HENRY H, of Portland, was born in Berkshire, Massachusetts, February 27, 1839. His father was a farmer as were his ancestors for several generations. He attended the public schools, and when of sufficient age, which in those days was nine or ten years, was kept at home during the summer to assist in the work upon the farm. When he had reached the age of twelve years his father died, leaving, with slender property, a widow and three children of whom the subject of this sketch was the only son. From that time commenced a struggle for existence. His mother, a courageous and capable woman, descended from the Wilmarths, wished her son to follow some other vocation than that pursued by his father, and to this end was desirous that he should attend school and be educated. In this desire the boy shared. At the age of fourteen, that being before the era of public schools, he was sent to the Academy located in the town of Lenox, Berkshire, then the shire town of the county, remaining two years. By working outside of school hours he paid for his board, while his mother, by her efforts supplied his other needs. It was while attending this school he first formed the idea of following the law for a profession, never communicating the thought, however, as it was the wish of his mother that he should become a physician.

At the age of sixteen he commenced to teach, and for the next three years, he, in this way, provided, in the main, means for his own support and at the same time was enabled to attend school a sufficient period during each year so as to properly continue his education. At this time he was nearly prepared for college, and the question arose whether he should attempt a collegiate course, or be content with a less ambitious preparation for life. Some few years prior to this, a State Normal school had been established at Westfield, in his native State, and was then in successful operation. It was finally decided that he should attend here, and not without regret did he relinquish the cherished thought of a more extended course of study, a regret that, as he says, lingers with him to this day. Entering this institution in the spring term of 1858, he graduated upon his twenty-first birthday, in 1860, and immediately thereafter accepted a position as tutor in an institution known as the Western University, at Pittsburg, Pennsylvania.

At this time there was much written about the States bordering upon and beyond the Mississippi River. The Kansas excitement was at its height and there was a general desire to "go west." Following this popular feeling, the young teacher, at the close of the school year, and against the desire of those connected with the University, resigned his position and pushed on to the State of Missouri. It was his expectation to obtain a position in some institution of learning, but he soon found that the Normal teachers from the free State of Massachusetts, were not wanted at that time within the borders of that State, and he was compelled to seek the more congenial atmosphere of Iowa. Here he engaged in teaching, during the winter of 1860-61, in the town of Anamosa, and here he began the study of law, borrowing a "Blackstone" from the office of a lawyer friend, and spending his time in the office on Saturdays.

In April, 1861, at the close of the school year, he went to Dubuque, to engage as teacher in one of the public schools of that city. The attack on Fort Sumter had but recently occurred, and the first call for troops had just been made. The "Governor's Grays," a Dubuque militia company under the lead of Captain, afterward Major-General, Frank Herron, had volunteered. But many of the old members of the company could not go and recruits were wanted. The spirit of the times was inspiring. The young teacher entered the ranks; became a member of the First Iowa Infantry, and in a few weeks, under the leadership of General Lyon, was again in Missouri, making the campaign of 1861 in that State, ending in the battle of Wilson's Creek, the death of General Lyon and the retreat of the Federal forces on Rolla.

The period of enlistment of the First Iowa having expired, Mr. Northup returned to his Eastern home, somewhat broken in health, resulting from the hardships of the campaign, the troops having been put into the field without overcoats, rubber blankets or even the regulation uniform, and having under the skillful generalship of Lyon, been vigorously thrown against the enemy wherever opportunity offered. Teaching a private school in the winter of 1861-62, in his native town, in the spring of the latter year, he again entered the army, having obtained the reluctant consent of his mother, remaining until the fall of 1863, when he resumed teaching and desultory reading of the law.

In March, 1865, he was appointed to a clerkship in the Government service at Washington, and here, while attending to the duties of his position, resumed his legal studies, graduating from the Columbia College Law School in June, 1868, and being soon after admitted to the bar in the Supreme Court of the District of Columbia.

In May, 1871, Mr. Northup resigned his position at Washington and removed to Portland, Oregon, where he entered upon the practice of the law. Two years later a vacancy occurred in the office of Register of Bankruptcy for the District of Oregon, and he was appointed to that position, and satisfactorily performed the duties of the office until the repeal of the bankrupt law in 1878. Since then he has been engaged in a general practice, giving much attention to real estate and corporations. He is associated in business with Judge E. C. Bronaugh and the firm is in the enjoyment of an extensive practice.

Mr. Northup has taken no active part in politics and has always been known as an Independent Republican. In 1888, however, considering the importance of the election, he permitted his name to be used as a candidate for the House of Representatives in the Oregon Assembly from Multnomah county, and was elected. He took a prominent part in the political campaign of that year, which resulted in giving the largest Republican majority ever known in the State, and which did so much to forecast the presidential election in November following.

Mr. Northup's legislative career was a very active one and met the approbation of his constituents. He was the introducer of the pilot bill, a measure intended to correct the abuses in the pilotage system on the Columbia and Willamette Rivers; also of the Soldiers' Relief Bill, and had charge of the Consolidated Charter Bill for the consolidation of the cities of Portland, East Portland and Albina, a measure which passed the assembly but failed to become a law by reason of the Governor's veto. He also took an active part in the discussion on the "Portland Water Bill" and the bill to regulate the shipping of seamen.

As a lawyer Mr. Northup possesses a high order of talent and has achieved well merited success in every branch of practice. In corporation law he is particularly well versed, and of late years his practice has largely pertained to litigation growing out of the complicated and conflicting questions relating thereto. A diligent student, his time and attention have been exclusively devoted to his profession to the exclusion of conflicting interests, which united to his natural love for his calling and a worthy ambition to excel, best explain the success he has attained. He has in an eminent degree the qualities which distinguish the well read lawyer, thoroughly familiar with the principles and practices of the law, from the showy barrister who depends upon his own brilliancy and finely worded appeals to passion or prejudice for success. He is practical and thorough in everything. He is not a brilliant speaker, but is noted for clearness of thought, concise perspicuity of expression and intense earnestness, qualities which have most weight in the Courts where simple wit or rhetoric are held in least esteem. His distinguishing traits as a lawyer are careful and thorough investigation of the law and fact of his cases and the methodical and accurate preparation of them for trial. In person he is of medium height and well proportioned, with pleasant features and keen, sparkling eyes. He is progressive in his ideas, has firm belief in the future of Portland and to the extent of his ability extends his aid to every project to advance and beautify the city. With a private and public life above reproach, a man of perfect integrity, of great sincerity of purpose and high sense of duty he possesses in a high degree the respect and confidence of his associates both in and out of his profession.

MORELAND, J. C., was born in the State of Tennessee, June 10, 1844, and is the youngest of nine children of Rev. Jesse and Susan (Robertson) Moreland. His father, a well known and highly respected pioneer of Oregon, was a native of North Carolina, while his grandfather, on the maternal side, fought in the war of the Revolution; and two of his mother's brothers took part in the war of 1812, the elder of whom rose to the rank of a Brigadier-General under Jackson in the Creek war.

In 1848, in view of the baleful influence of slavery, his father moved to Illinois with his family. Here they remained four years, at the end of which time they started westward for Oregon. After six months of weary journeying amid the perils and dangers incident to crossing the plains with ox-teams, they reached the Willamette Valley, toil worn and well nigh destitute. Settling on a donation land claim in the southern part of Clackamas County, the father began with brave heart to make a home in the then wilds of Oregon. Here the youth of our subject was passed, until the death of his mother in 1859, when the family removed to Needy. Shortly thereafter, in April, 1860, he commenced to learn the printer's trade in the office of the *Oregon Farmer*, at Portland. After serving three years and a half he secured a position as printer on the *Oregonian*. While employed at his trade in Portland he attended, at intervals, the Portland Academy, supporting himself with the money he had earned at the case. His studies were, however, interrupted in 1864, by accepting the position of foreman under Henry L. Pittock, state printer at Salem. He nevertheless managed to devote a part of his time to acquiring an education and later on after a further term at school, graduated at the Portland Academy in July, 1865. He soon thereafter began the study of the law under the direction of David

Logan, and part of the time in Logan's office. For some ten months, while reading law, he served as foreman on the *Vancouver Register*, supporting himself by this labor. In April, 1867, he was admitted to the bar in Washington Territory. He began practice in Boise City, Idaho, where, in July, of 1867, he was married to Miss Abbie B. Kline. Finding it impossible to gain a livelihood at his profession in Boise City, he secured a position at his trade on the *Idaho Statesman*, and was thus employed for a year. In July, 1868, he returned to Portland and for a few months served as foreman of the *Oregonian*. He then formed a partnership with Hon. John F. Caples, attorney-at-law, and from that time has devoted himself to his profession acquiring as the years have gone by a constantly increasing practice, and an enviable reputation as a lawyer.

He has always been an enthusiastic Republican in politics, and from the time he took up his permanent residence in Portland has been a prominent factor in local political affairs. In 1872 he was elected a member of the Common Council, and served for three years. In 1877 he was appointed City Attorney, a position he held for five years, when he resigned. In 1885 he was appointed County Judge of Multnomah County, by Gov. Moody, to serve an unexpired term. In this position he served for five months, discharging the duties of the position with great fairness and to the satisfaction of both bar and people.

Mr. Moreland is quite an ardent Mason of the degree of Knight Templar, and has accepted various positions of prominence in the order, at present being Senior Grand Warden of the Grand Lodge of Oregon. In 1887 he was Grand Orator, and his oration at the annual meeting received flattering notices of commendation from the correspondents of the craft all over the United States.

In all the relations of life Mr. Moreland is a true and worthy man. Under difficulties that would have discouraged or daunted many, he has achieved success. He is one of the best of our citizens, and is a high type of the professional man.

SMITH, CHARLES J., Manager of the Oregon Railway & Navigation Company, was born in Nicholasville, Kentucky, March 13, 1854, and is the son of Charles F. and Z. A. (Jackson) Smith. His father was a merchant at Nicholasville for several years, but in 1857, removed to Kansas City, Missouri, where he died in 1877. In the latter city, the subject of this sketch was educated in a private school until he reached the age of fourteen, when he entered Blackburn University at Carlinville, Illinois, from which institution he graduated in 1870. After graduation he spent one year as a clerk in a real estate office in Kansas City. In August, 1871, he began his railroad career as store-keeper in the employ of the Missouri River, Fort Scott & Gulf railroad, now known as the Kansas City, Springfield & Memphis railroad, being thus employed for a year and a half. This service was followed by a period of clerkship in the office of the Master Mechanic and as chief clerk of the motor power. He then spent three years as clerk in the auditor's office of the same road and of the Leavensworth, Lawrence & Galveston railroad, afterwards known as the Kansas City, Leavensworth & Southern. In 1878, he became acting or assistant auditor of the Kansas City, Fort Scott & Gulf; Kansas City, Lawrence & Southern; Atkinson & Nebraska, and Kansas City, St. Joseph & Council Bluff railroads, holding these various positions for two years, and during this period resided in Kansas City.

In July, 1880, he came to Portland when he was appointed assistant comptroller of the Oregon Railway & Navigation Company, and in October following, was appointed to a similar position in the Oregon Improvement Company. In July, 1881, he became comptroller of these two companies, but owing to change of management in the latter company, he resigned the position in April, 1884, but retained the comptrollership in the Oregon Railway & Navigation Company until September, 1886, when he was appointed treasurer with an office in New York City. In connection with the duties of this position, he also assumed those of assistant secretary and treasurer of the Oregon Transcontinental and the Oregon Improvement Company, of New York.

In March, 1888, he went to Omaha, Nebraska, and became General Land Commissioner of the Union Pacific railroad. He remained in this position until May, 1889, when he returned to Portland and assumed his present position as joint manager of the Oregon Railway & Navigation Company, and of the Oregon Short Line Railway Company, lessee.

Few men of his years have had so extensive an experience in the complicated duties of railway management as Mr. Smith. His advance to his present position, where thorough and exact knowledge of innumerable details are necessary to secure success, has been of logical growth. He began in a subordinate position, worked hard to master every branch of the service, and every step forward prepared him for the next. Early in life he has attained to a position which would satisfy the ambition of most men, and which already places him among the prominent railroad men of the country. He possesses the executive ability, capacity for hard and continuous work, keen business sense and experience which admirably fit him for railroad management, and give promise of higher advancement. Personally he is pleasant and affable in manner, easily wins and holds friends, while his standing in the community as an honest and upright citizen is of the highest.

Mr. Smith was married on July 15, 1880, to Miss Elizabeth McMillan, of Kansas, and to them four children have been born.

JEFFERY, EDWARD JAMES, was born in Oneida county, New York, April 23, 1835, and is of English descent, his parents having been born in England. During his infancy the family moved to Lenawee county, Michigan. Here he resided on a farm and obtained a limited education in the district school until the spring of 1852, when he started across the plains for the Pacific slope. In October following, after a journey of more than six months, he arrived at Placerville, California, where, until the following spring he engaged in mining. He then went to Stockton where he was employed in a brick yard for a season. In the fall he went to Tuolumne county, and worked in the mines until 1856, when he located in Shasta county, and for two years was engaged in farming.

Upon the breaking out of the Fraser River gold excitement in 1858, he started for that region, taking passage on the *Cortez* on the first trip made by that vessel from San Francisco to Bellingham Bay. From the latter point he followed a trail as far as Mount Baker, but beyond that point was unable to proceed further because of the absence of any well defined trail. Returning to Bellingham Bay he then, with five companions, made a trip with a canoe up the Skagit River and all around the Sound,

traversing a section of country at that time containing but few inhabitants, but now dotted with several large and populous cities. He finally ascended the Fraser as far as Fort Yale, and after an unsuccessful prospecting tour, returned to Bellingham Bay in a penniless condition—the fate of most of the early miners who started to the Fraser mines in search of the “golden fleece.” By working his passage on the *Gold Hunter* he arrived in San Francisco, and for two years thereafter was employed in farming and brick making at Stockton.

In the spring of 1862, he started for the Cariboo mines, in British Columbia, but on the way, while waiting at Victoria, news was received of a rich gold find on the Stickeen River, in the Russian Possession, near where Fort Wrangle is now located. Abandoning his original purpose he then started for the new field, and during the summer prospected along the Stickeen, but it proved a fruitless task. He then returned to Fort Simpson and being without funds, hired out as a sailor on a Hudson Bay ship, and made a trip three hundred miles north of Sitka. Upon his return to Victoria, in November, he accepted anything in the way of work he could find to make a living. In the spring of 1863, he again started for the Cariboo mines. Working his way on a vessel to Fort Yale, he started from that point on foot and walked a distance of four hundred miles to the mines, a journey through a comparatively uninhabited region and fraught with many hardships. He worked in the mines during the summer and in the fall returned to Portland, but the fascination for mining was still strong within him, and the following spring he went to the Boise Basin mines, Idaho. After spending the summer in unsuccessful prospecting, he came back to Portland and determined to abandon mining, which had proved in his case a most unprofitable pursuit. With only a few cents in his possession he began the struggles for a fortune in a less fascinating but more sure channel.

He first secured a position in a saw mill, where the Oregon & California railroad office is now located. A short time thereafter he became superintendent of the brick yard of A. M. Eldridge and was thus employed for two years. He then, in partnership with George Fagg, embarked in the brick business, establishing a yard between Yamhill and Morrison streets, where Donald Macleay now resides. During this time he married (August 8, 1867), Miss Mantilla King, daughter of Amos N. King, one of the earliest pioneers of Portland.

After his marriage Mr. Jeffery started a brick yard on the premises where his present residence is situated, on Nineteenth and B streets. Here he continued the making of brick until 1876, when he removed his yard to the corner of Twenty-third and J streets. At the latter place he remained until the fall of 1886 when he commenced making brick at his present location in East Portland on the Sandy road. His business in this line has grown to large proportions, and during the last two years he has averaged over five and a half million bricks annually. Besides his brick business, he has of late years been extensively engaged in city and railroad contracting. For a time he was associated with S. S. Cook, under the firm name of S. S. Cook & Co., in macadamizing and street paving. This firm was succeeded by the present firm of Bays & Jeffery. They have done a large portion of the macadamizing on the streets of Portland and laid the stone block pavement on Front and First street. With S. S. Cook, under the firm name of E. J. Jeffery & Co., he built in 1882, the Grave Creek Tunnel and 1800 feet of the Cow Creek Tunnel No. 8, for the Oregon & California railroad. Late in the fall of 1883, with D. D. McBean, he

commenced the Siskiyou Tunnel for the same road, but the failure of Villard, after two-thirds of the work was completed, caused the work to be suspended. The last of his city contracting consisted in the construction of the Tanner Creek brick sewer extending from Washington street and emptying into the river near the Albina ferry, and the Johnson Creek sewer, commencing at the City Park and extending a mile and three-quarters to the bone yard. He is also interested in the Arlington Silver mine in the Ruby district, Washington Territory, being one of the organizers of the company which is now erecting a plant to reduce the ore. He was also one of the organizers and builders of the Multnomah Street Railway line.

Mr. Jeffery is a democrat and for many years has taken an active part in local and State politics. In 1872, when there was much dissatisfaction among the members of both political parties in Multnomah County with the political leaders, Mr. Jeffery was nominated as the citizens candidate for sheriff and elected. His discharge of the duties of this office was so satisfactory, that two years later, when he was nominated as the regular democratic candidate, he was again elected. He has since been his party's candidate for State Senator and for Sheriff, accepting the nominations at the urgent solicitation of his friends when the republicans were largely in the majority and there was little hope of success. During the presidential election of 1888 he was Chairman of the Democratic State Central Committee and in this campaign as well as in preceding ones was an earnest worker for his party.

To Mr. Jeffery and wife seven children have been born, five daughters and two sons. Their eldest, a daughter, is the wife of Ivan Humason.

Mr. Jeffery is an active factor in Portland's prosperity and takes a lively interest in everything calculated to advance the public good. He was one of the organizers of the North Pacific Industrial Association; is a large stockholder in the enterprise, a director and its treasurer. The recent Industrial Fair held by the association was the largest and most successful exhibition ever held on the Pacific Coast, and toward the gratifying success attained Mr. Jeffery in large measure contributed. He is a man of fine business attainments and in all of his enterprises has achieved a high degree of success, while as a citizen he deservedly holds an honorable position in the community.

THOMPSON, H. Y., was born at Senecaville, Guernsey county, Ohio, June 4, 1845. He was favored with a liberal education in the public and high schools of his native town. With the hope of improving his health, which had become impaired, in 1862, he undertook a trip across the plains and during the winter of 1862-3 was engaged in mining in Auburn, Baker County, Oregon. In the spring of 1863 he went to Idaho City and for three years carried on his mining operations at that place. His health not improving, he determined to try the climate of the valley region of Oregon and in 1866 came to Salem. He soon after obtained a position as a teacher in a school near Silverton, Marion County, at which time he began the study of law, having made arrangements with Shaw & Holman, attorneys of Salem, for the loan of the necessary books. He continued to teach and at the same time pursued his legal studies for one year near Silverton, when he secured a position in the city school of Salem, where he taught and read law for another year. He was then admitted to the bar and commenced the practice of his profession at

Salem in partnership with Sylvester C. Simpson. At this time, the Recorder of Salem having resigned, Mr. Thompson was appointed for the unexpired term and was afterward elected by the people for three successive terms.

Before the expiration of his last term he determined to remove to Portland for the purpose of practicing his profession. He accordingly resigned his position and came to this city in 1870. For a time he was in partnership with C. B. Bellinger, but in 1872 became associated with Geo. H. Durham, then Prosecuting Attorney for this district. He became Mr. Durham's deputy and together they transacted the business of the office. In 1874 Mr. Thompson was elected Prosecuting Attorney of the district—at that time comprising Multnomah, Washington, Columbia, Clatsop and Clackamas Counties, and for a term of two years most ably and efficiently performed the duties pertaining to the office. In 1876 W. Lair Hill became associated as partner with Mr. Thompson and Mr. Durham, and subsequently Geo. H. Williams was added to the firm. The four partners remained together until the spring of 1886 when the firm was dissolved, and since that time Mr. Thompson has pursued practice alone. He is a lawyer of conceded ability and has long held a prominent place among the most successful lawyers of Oregon. As an advocate he has made an enviable record and in some of the most notable criminal trials which have occurred in this section during recent years he has borne a conspicuous part as prosecutor or defender. As a speaker he is widely and most favorably known. He was engaged in a general practice until about a year ago and since that time he has devoted his attention almost exclusively to practice pertaining to corporations and real estate. He is attorney for the Oregon Real Estate Company, Fair Haven and Southern and New Westminster and Southern Railroad Companies, the Skagit Coal and Iron Company and the Fair Haven Land Company.

Mr. Thompson has always been an enthusiastic republican; has taken an active part in State political affairs, and has long been regarded as an able leader. He has never been a seeker after office, but whenever called upon has devoted his time and energies to the service of his party without being moved by personal interest or expectation of reward. He has delivered political addresses in different parts of the State and as an effective political speaker has few superiors. That his services in this regard as well as his conceded ability as an organizer have been potent factors in achieving party victories in Oregon is freely acknowledged.

Mr. Thompson was married in April, 1871 to Miss Anna B. Smith, daughter of the late Hon. Joseph S. Smith, an estimable lady, who with her husband deservedly holds a high place in the social life of Portland. They have three children. Mr. Thompson is a man of refined and cultivated tastes, but unpretentious and utterly devoid of any desire for display. He is genial in manner, a popular citizen and is held in high esteem both in and out of his profession.

WOODWARD, JOHN HENRY, was born at Peach Orchard in the town of Tompkins (now Hector), Schuyler County, New York, February 9, 1836, and is the eldest son of John Woodward, who, with his father's family came to America from London, England, in 1824, settling on a large farm in what was then comparatively a wilderness on the banks of Seneca Lake, New York, where members of the family still reside.

Mr. Woodward received his primary education at the county district school. Later on he attended an academy at Peach Orchard under the management of John A. Gillette and was finally prepared for college at the Ithaca Academy, Ithaca, New York, having as classmates Eugene Schuyler, Wm. L. Bostwick, and others who have since become men of note. During his school days young Woodward was a leader in athletic and outdoor sports, and is still remembered by his schoolmates for his proficiency in feats requiring muscle and physical endurance. The rugged health he still enjoys, the elasticity of movement and splendid physical condition which now belie the years he has lived may be largely ascribed to his youthful love for physical exercise.

After completing his preparations for a collegiate course he commenced the study of law in the office of Douglas Boardman, since Judge of the Supreme Court of New York State. A year later he went to Elmira, New York, and there continued his legal studies with the firm of Diven, Hathaway & Woods, and in May, 1860, was admitted to the bar. In the following fall he opened an office at Watkins, New York, where he speedily acquired a good practice, but the progress of his professional life was soon interrupted. In the latter part of February, 1861, before the inauguration of President Lincoln, in anticipation of the troubles which followed, he assisted in the organization of a company of young men who were to be ready for any emergency. This company became the nucleus of the 23d Regiment N. Y. Infantry, and was known as Company "I." The organization of the regiment in which Mr. Woodward materially assisted, both in connection with company "I" and other companies, was perfected at the time of President Lincoln's first call for 75,000 volunteers. In company "I," as in other companies, were men who had been at the West Point Military Academy, and they were naturally selected as officers of the company and regiment. The regiment entered the service of the United States under the command of Col. H. C. Hoffman, Mr. Woodward at the time being a private in company "I." He served in that capacity until August, 1861, when he received from President Lincoln a general staff appointment with the rank of captain, and was assigned for duty at Headquarters of the Army of the Potomac. On the movement of the Army of the Potomac to the Peninsular, early in the spring of 1862, he became connected with the general staff of the Army of the Rappahannock under the command of Gen. McDowell. He remained with Gen. McDowell until immediately after the battle of Yorktown when he was ordered to the Headquarters of the Army of the Potomac under Gen. McClellan at Yorktown, continuing at those Headquarters and at the supply posts of the army throughout the Peninsular campaign, ending with the battle of Malvern Hill, the final retreat at Harrison Landing and the evacuation immediately before Gen. Pope's unfortunate campaign.

During this period Captain Woodward was offered staff positions by corps commanders with increased rank, but so highly did Gen. McClellan value his services that he would not consent to the change. As proof of Gen. McClellan's estimation of his soldierly qualities it need only be stated that in his report of the Peninsular campaign, he mentions Captain Woodward by name as one of the staff who had rendered efficient and valuable service in that trying and arduous campaign.

On the evacuation of Harrison's Landing, Captain Woodward was appointed to superintend the shipments and all details of the evacuation. He continued on duty at the Headquarters of the Army of the Potomac during the brief but disastrous cam-

paigh of Gen. Pope; the hurried but thorough reorganization of the army by Gen. McClellan, rapid march and vigorous delivery of battle at South Mountain and Antietam, and until Gen. Grant assumed command of the "armies operating against Richmond." From the latter event until the close of the war he served with the general staff of that general's command. In June, 1865, he was breveted major "for faithful and meritorious services."

After the grand review of the army in Washington at the close of the war, he resigned his commission and returned to Watkins, New York, where he resumed the practice of the law. Here he continued with marked success until the spring of 1871, when he came to Portland, where he has ever since resided. He at once took a prominent place among the practitioners at the Portland bar, a position he has not only most creditably sustained, but has gained a reputation for professional ability of a high order throughout the Pacific Northwest.

In the spring of 1874 he was a candidate before the State Republican Convention for Judge of the Supreme Court and lacked only one vote of a nomination. During the same year he was nominated by the Republican Convention for County Judge of Multnomah County, and was not only elected but ran far ahead of his ticket. He held the office of County Judge for four years, his discharge of the duties of the position being eminently satisfactory to the people, and notably so in reference to the reforms he effected in the management of county finances.

He is an ardent Republican in politics and has always voted with his party, notwithstanding his objection to some particular methods. By appointment of the United States Circuit Court he is now serving as one of the Commissioners of the Circuit Court of the United States for the District of Oregon and Chief Supervisor of Elections for the District of Oregon. With the exceptions named he has never been a candidate for public office, and never for a position not strictly in the line of his profession. His whole time and attention have been devoted to his profession, and the high degree of success he has attained has been the result of patient, persevering work and the possession and exercise of those manly qualities which inspire confidence and command respect.

He was married, February 23, 1863, to Miss Anna M. Whitaker, daughter of Lewis Whitaker, of Deckertown, New Jersey, having been granted a brief leave of absence from military duty at the time. Mr. Woodward and family are members of Trinity Episcopal Church.

COULTER, SAMUEL, was born in Tyler county, Virginia, August 20, 1832, and is a son of Samuel and Sarah (Rodes) Coulter. His father's parents were natives of Wales and at an early day settled in Virginia, while his maternal ancestors came from England. At the age of four years he lost his father and soon thereafter the family moved to Van Buren county, Iowa. When he reached the age of twelve his mother died, after which he went to live with his half brother, Capt. B. L. Henness, who now resides near Mt. Tabor, Oregon, who kindly offered him a home and such educational advantages as the place afforded.

In 1850 he drove an ox team across the plains to Oregon, arriving at Oregon City on the 12th of September, 1850, his entire possession at the time outside of a scanty wardrobe being two dollars in money. But he was not discouraged and soon

after his arrival he secured employment and in April, 1851, was able with six others to purchase a wagon and six yoke of oxen and complete outfit for the mines, it being reported at the time that good mines had been discovered near Yreka, California. The excitement caused by the discovery of gold in California was then most intense, and young Coulter determined to try his fortune in this direction. His mining venture was rewarded with a fair degree of success but after one season's experience he returned to Oregon and engaged in lumbering, following this business for a year. He then went to Olympia, Washington Territory, when that part of the country was only accessible by canoe up the Cowlitz River or trail along its banks. Here he took up a claim under the donation act upon which he resided and cultivated for some five years. During this time he married Miss H. E. Tilley, eldest daughter of Judge Abram Tilley, formerly of Indianapolis, Indiana. Soon after his marriage he engaged in the cattle business, which he followed until 1877, when he closed it out and moved to Portland. In 1878, he and C. P. Church purchased the land and built the Esmond Hotel, and the year following in company with James Steel and D. D. McBean he constructed a section of the Northern Pacific railroad from Chany to Spokane Falls. In 1881 he again embarked in the wholesale cattle business with Seattle as headquarters and with branches at Tacoma and Port Townsend. In 1884 the Esmond Hotel burned, after which he purchased Mr. Church's interest in the property and rebuilt it. He retired from the cattle business in 1886, since which he has confined himself to his extensive real estate and mining interests.

He was one of the organizers of the Northwest Coal and Transportation company, of which he has since been president. This company owns and is operating mines along the line of the Northern Pacific railroad near Tacoma. He, with his two sons, organized the Washington Lumber company, which has built a line of railroad from timber lands to salt water on Puget Sound. He is also president and principal owner of the Takou gold mines near Juneau, Alaska. Besides these interests he is a large owner of real estate in Portland, and of many thousands of acres of valuable timber lands in Oregon and Washington. In the management of his large interests he finds his time fully occupied and has little opportunity to engage in enterprises not connected with his private affairs.

To Mr. Coulter and wife three sons have been born, two of whom are living. The eldest, Clarence W., is manager of the Takou Milling and Mining Company, of Alaska, and the other, Alvah S., is also connected with this company. Both sons are also associated with their father in the Washington Lumber Company. His second son Esmond, after whom the Esmond Hotel was named, died at an early age.

Mr. Coulter is a republican in politics, but takes no active part in political affairs. While he resided in Washington Territory, he was, however, appointed by President Grant internal revenue collector for the territory and held the position for four years. Beyond this office he has never held political position and has no inclination in this direction. In all of his business career he has shown rare good judgment and has accumulated a large fortune. He is conservative in his ideas; is a man of strong convictions and when he determines upon a course of action is not easily turned aside until the end he has in view has been reached. Coming to this portion of the Union a mere boy in years, he has grown with its growth and is now one of the oldest of the pioneers in active business life in Oregon. He has ever maintained an unsullied record as a business man, while his life in every way has been exemplary and above reproach.

He is social and genial in nature and deservedly popular with all who know him. A man of naturally rugged constitution, he is still remarkably active and in vigorous health. He is in the best sense of the term a self-made man and is a representative of the best type that our pioneer times have produced.

WIBERG, CHARLES M., was born in Norkoping, Sweden, in 1820. His youth and early manhood were passed in different parts of his native land, engaging in various occupations until he became an apprentice at the shoemakers' trade. After acquiring his trade he, in 1841, went to London, where he was employed for nearly three years. He then came to the United States, landing in New York in 1843. From that time until 1850, he worked at his trade in New Milford, Connecticut, New York City, Milwaukee and Janesville, Wisconsin, and New Orleans, Louisiana. In 1850, he started in business for himself at Milwaukee, but had only gotten fairly underway when he was burnt out by the great fire of 1851. With his entire capital destroyed and several hundred dollars in debt, he determined to seek a new home in Oregon, and in 1852, he started for Portland via the Isthmus of Panama, arriving here July 6, 1852. For a short time after his arrival he worked at his trade, but in December, 1852, opened a boot and shoe store, the first in this line of trade ever started in Portland. He began on a small scale, but fortune favored him and in a short time he was doing a prosperous business. The first money he could spare from his business he used in paying the indebtedness he had incurred at Milwaukee, paying not only the full amount he owed there but interest on it from the time it was contracted until paid. This debt he could have settled at a great reduction, but he refused all offers of compromise, insisting on paying in the manner he did. This incident illustrates his innate sense of honor and honesty which throughout his long commercial career has ever been so conspicuously exhibited. For several years Mr. Wiberg conducted his business alone, but in 1860, J. A. Strowbridge became a partner under the firm name of Wiberg & Strowbridge. In 1864, a wholesale business was begun in connection with their retail trade, and leather and twining were added to their stock. A high degree of success followed their exertions in this line of trade and a large business was built up. In 1869, they sold out the boot and shoe business to Kramer & Kaufman. For some time thereafter, Mr. Wiberg in connection with Mr. Strowbridge continued in the leather and finding business, but he finally sold out and for a few years led a retired life. He then started again in the boot and shoe business and for a time John Kernan was associated with him under the firm name of Wiberg & Kernan. The latter sold his interest to A. M. Hollabaugh in 1882, since which time the firm has been Wiberg & Hollabaugh.

Mr. Wiberg has been interested in various other enterprises outside of his regular line of trade. He was one of the original promoters and stockholders in the Willamette Iron Bridge Company, the Merchants National Bank and the Pacific Insurance Company. He has also been a large operator in real estate, and still owns valuable property in and near the city. Coming to Portland at an early day he has seen all the marvelous changes which have occurred in this portion of the northwest, and is now one of the oldest merchants in the city. His reputation as a business man has been of the highest. The rewards of his honorable business career have been a large fortune and the deserved esteem of all who know him.

He was married, in 1858, to Miss P. Ingram, of Portland. They have had nine children, eight of whom are living. Their eldest son, Charles Edwin, died recently at the age of twenty-six.

THERKELSEN, LAURITS WALSE, was born in Denmark, twelve miles east of Copenhagen, in 1842. He had limited educational advantages and early in life became apprenticed to the carpenter's trade, at which he worked in his native town until he arrived at the age of eighteen years when he came to America, and, in 1861, landed in San Francisco. Here for the next ten years he followed his trade with the exception of one year at San Jose, when he engaged in contracting. In 1871, he came to Portland and for ten years following was largely engaged in contracting and building in the city and vicinity. During this period he erected Trinity church, Bank of British Columbia, First National Bank, Bishop Scott Grammar School, United States Government building at Vancouver, woolen factory at Oregon City, Centennial Block, part of Union Block and hundreds of private residences and other business blocks. From the first his business assumed large magnitude and he not only soon became the largest contractor in the city, but his operations were nearly equal to all of the other builders combined.

In 1881, he made an extended trip to Europe with his family, and after an absence of several months returned to Portland and organized the North Pacific Lumber Company. The progress of this company has been remarkable. The mill was started with a capacity of about 25,000 feet of lumber per day, while its present output is 110,000 feet. The annual business of the company, requiring the employment of 250 men, reaches a sum of \$500,000 annually and is the second largest concern of its kind in Oregon. A general wholesale lumber business is conducted and the shipments extend as far East as Chicago. Mr. Therkelsen has been vice-president and manager of the company from the start and its gratifying success is almost wholly due to his sagacious supervision.

Mr. Therkelsen is an enthusiastic republican in politics, but has no desire for political office. He was, however, elected a member of the lower house in the State legislature for Multnomah county, in 1884, and during his term labored assiduously for the act creating the Portland water commission, in which he, with fifteen others were named as members. Since the bill became a law, the commissioners have purchased the old water supply system and have increased its capacity and usefulness but have now under headway plans for the erection of new works, such as the commissioners were empowered by the act to construct. In 1887, Mr. Therkelsen was elected school director in District No. 1, but with the two exceptions named he has steadfastly refused to take an active part in local, city or county political affairs. His own private business affairs engross his entire time and attention and this alone would prevent his participation in politics even had he the taste or inclination.

He was married in 1869 to Miss Maggie Pugh, of San Francisco. They have had seven children, three of whom are now living. He and his wife are members of Trinity Episcopal church.

Mr. Therkelsen has always been a hard worker, and has the constitution and physical vigor which permit of continued exertion with little apparent fatigue. All of his ventures have proven highly successful and he has accumulated a handsome

fortune. He possesses good business judgment, is conservative rather than bold in his operations, and carefully works out his plans. He is a large owner of real estate in Portland and his operations in this line have exhibited sagacious foresight which have largely added to his financial fortune. He is a firm believer in Portland's future greatness and is ever ready to contribute his share to the general prosperity of the city. His business standing is of the highest, while he is held in deserved respect as a man of unblemished public and private life.

NOON, WILLIAM C., was born in Leicester, England, in 1835. At the age of nine years he came with his parents to America, settling in Andover, Massachusetts, where his father found employment at his trade in a woolen mill. He received the benefits of a common school education until thirteen years old when he began to work in a woolen mill at Andover. He was employed for several years thereafter in similar mills at Lawrence and Worcester, Massachusetts, and for some three or four years in the State of Maine. During this period he acquired a very thorough knowledge of the business and became very proficient, especially in carding and spinning.

The memorable financial depression of 1857 was particularly severe on the eastern woolen manufacturers and all of them were either forced to suspend operation or continue their business on the most limited scale. Nearly all the weavers in the Eastern States were thrown out of employment. Mr. Noon not being able to secure work at his trade sought new avenues in which he might gain a livelihood. At this time the discoveries of gold in California were attracting immigration from all parts of the country, and in the spring of 1858 Mr. Noon started for the Pacific Coast, at the time having only sufficient money to pay his fare. He arrived in California via Isthmus of Panama, in the spring of 1858, and from that time until the spring of 1861, was engaged in mining and ranching on the American River. In the latter business he was particularly unfortunate, the great flood in the spring of 1861 destroying his entire herd of stock which he had gained at the end of three years of the hardest kind of toil. He was thus reduced to the same financial condition in which he had come into the State. After working a sufficient time to gain the necessary money to pay his fare to Oregon, he left California, and in February, 1862 arrived in Portland. The woolen mills at Salem had then been in operation but a short time, and here he soon after obtained employment. He remained in Salem until the fall of 1863, when he went to the Salmon River mines, and for four succeeding seasons was engaged in mining, during the winter being employed in the Oregon City mills.

In 1869 Mr. Noon came to Portland and entered the employ of J. W. Cook, a bag, tent and awning manufacturer. This branch of business was conducted at this time on a very limited scale in Portland, but Mr. Noon, with his practical experience with machinery and his knowledge of cloth manufacturing, saw its possibilities if properly managed. In 1873 he purchased Mr. Cook's interest in the business and under his management it has grown to be one of the largest manufacturing enterprises in the State. For eleven years Mr. Noon conducted the business very successfully alone, but since, it has been operated by the firm of W. C. Noon & Co. Their factory is the oldest of its kind in the city and its capacity is now more than all the other similar

factories in the northwest. It gives employment to seventy persons and is equipped with the most expensive and latest improved machinery of every description. The building occupied by the firm stands on the corner of First and C streets, is four stories high and one of the most substantial pieces of architecture in the city. The four floors and basement are occupied, and every facility is afforded for making the lightest summer oiling cover to the heaviest canvas for the largest public gathering, besides sails of all sizes and weight. Year by year their trade has extended until at the present time they not only supply the field of Oregon, Washington and Idaho, but also sell largely in British Columbia, Alaska, Montana and Utah.

The building up of this large business within comparatively a few years has almost solely devolved upon Mr. Noon. He has been, and is still, the practical business head of the concern, and it has been almost entirely owing to his exertions that such a high degree of success has been attained. He has not only had many years experience in this line of work but possesses a high order of mechanical ability. These requisites, added to constant and unflinching industry and honorable business methods, explain the development of an enterprise which has grown to be an important factor in Portland's material prosperity.

Mr. Noon has been a consistent member of Grace Methodist Church for many years, and is one of its trustees. He was married in 1867 to Adeline Good, of Oregon City, who died in 1870, two children having been born to them. Mr. Noon's present wife was Miss Emily Southard of Norwich, Connecticut. They have had four children of whom three are living. In all that relates to Portland's growth and prosperity, during nearly two decades, Mr. Noon has borne a part of far-reaching influence. His labors have contributed to the now well recognized and acknowledged commercial supremacy secured by Portland over a wide territory, and it is largely owing to the efforts put forth by men such as Mr. Noon that the city will continue to hold the bulk of trade of the Pacific Northwest.

ZAN, FRANK, the subject of this sketch, is of Slavonic descent and was born in 1851 in Stavigrard, Dalmatia, while that county was under Austrian rule. After completing his education in the public school of his native town, he was admitted to the Convent of the Dominican Fathers, with the intention of becoming one of their order. After studying theology for nearly two years at that school, he concluded to abandon the idea of devoting his life to ministerial work; and not wishing to be drafted into military service, to which duty every young man is subject in that country, but desiring to become a sea faring man, he accordingly arranged matters with a sea captain to ship with him for nautical instruction. For nearly a year he followed the sea, but finding such vocation too monotonous for his naturally energetic nature, upon reaching the port of New York he bid farewell to the life of a sailor and started out to try his fortune in the "land of the free." From New York shortly after landing, he came to San Francisco where his older brother, M. Zan, his present partner, was then located engaged in business.

After living in San Francisco a short time he came to Portland in 1870, at that time being but nineteen years of age, to take charge of a branch house in the broom manufacturing business, started in this city a year prior by two brothers, Vincent and George Zan. Business at this time was not very encouraging and the two brothers

named sold out the Portland branch to the present firm of Zan Brothers (M. and Frank Zan). The management of the business in Portland was entrusted to Frank Zan and under his charge a high degree of success was attained. At the end of a few years it had grown to such magnitude that his older brother moved to this city, and two years later they dissolved with their San Francisco partner, he taking the California business and Zan Brothers the house in this city. Since that date Portland has been the headquarters of their business.

From a small and unpretentious beginning their business has grown to large proportions and to-day occupies a conspicuous position in the industrial life of the Pacific Northwest. Two manufacturing establishments are constantly operated by the firm, a wooden-ware factory located on the east bank of the Willamette River about four miles north of the city, and a broom and willow-ware factory at No. 14 North Front street. These factories are the largest of their kind on the coast. Portland is the supply depot of three branch houses of the firm located at San Francisco, Seattle and Melbourne, Australia. Goods are shipped all over the coast from Los Angeles on the south to Alaska on the north and as far east as Salt Lake and Denver, while their trade is gradually extending even farther eastward and toward the south.

The building up of this large business within a comparatively few years represents on the part of the members of this enterprising firm not only untiring energy but united and harmonious co-operation and sagacious business generalship. Both brothers have been indefatigable in their exertion, and each has contributed his full share toward the success attained, the work of the one admirably supplementing that of the other.

Mr. Frank Zan has traveled extensively in the interest of the firm and has visited every important business center in the United States. His varied experience has naturally broadened his views and liberalized his ideas concerning men and affairs. He is enthusiastic in his belief concerning the ultimate destiny of the Pacific Coast as a great commercial, manufacturing and agricultural region and in his individual capacity is doing much to hasten the time when this part of the Union will rival the Atlantic States in wealth creating enterprises. He is public spirited but extremely modest and retiring in his disposition and seeks to avoid rather than court positions such as would place him before the public. He is a hard worker, a man of exemplary habits and possesses the knowledge and experience which with his vigorous health give promise of still greater achievements in the years to come.

He was married in 1875 to Miss Jennie Donovan, of Portland. They have two children, both boys.

HENRICHSEN, LARS C., wholesale and retail jeweler, of Portland, was born in Denmark, in 1839. His father was a farmer and he remained at home on the farm until he had reached the age of fifteen years when he went to Apenrade, town of Schleswig, Denmark, to learn the trade of a watchmaker, where he remained for six years. In 1860, he emigrated to America and located in Portland, and after working a short time at his trade, removed to Vancouver where he remained a little more than a year, when he again came to Portland where he has ever since resided.

Upon his return to Portland he secured employment with Jacob Cohn, then located on Front street. A few years later, with Gustave Hanson, he purchased his employer's business and under the firm name of L. C. Henrichsen & Co., continued business on Front street, but about twenty years ago removed to First street. Mr. Hanson remained in the firm but three years, and from that time until 1879, Mr. Henrichsen was alone. In 1879, S. H. Greenberg became a partner and was associated with Mr. Henrichsen for seven years, since which the latter has continued the business alone.

Mr. Henrichsen is not only a dealer in but a manufacturer of jewelry, both for a retail and a wholesale trade, and is the leader in this branch of business in Portland, his trade extending over the entire State. This large business has been built up by honorable dealing, by hard and persistent work and the exercise of excellent business sagacity. He is recognized in this community as a man of the highest integrity and has the perfect confidence of the business public.

He was married in 1867, to Miss Hannah Winter, a native of Denmark. They have three children and one of the most pleasant homes on Lownsdale street. Mr. Henrichsen is a member of the Episcopal Church and of the Masonic order, being a member of the order of Scottish Rite. At the present time he is the oldest jeweler in business in Portland, and his connection with Portland's growth and progress has been in every way creditable to himself and beneficial to the city.

WOODWARD, TYLER, was born in Hartland, Windsor county, Vermont, in 1835, and is of Puritan descent. His grandfather fought in the war of the revolution, while his father, Erastus Woodward, participated in the war of 1812. He was educated in the common schools and the academies at Kimball, Union and Meriden, New Hampshire, and Thilford, Vermont. When he reached his majority, he taught school in his native town for one term during the winter. He lived at home until 1860, when he came to Marysville, California, and for one year served as clerk in a hotel of which his brother was proprietor. In the summer of 1861, he went to Washoe county, at the time the gold excitement had broken out in that region. Here for some months he was interested in a saw mill, located on the Truckee river, at the foot of the Sierra Nevada Mountains, where the Central Pacific railroad starts up the mountains. In the spring of 1862, he sold out and came to Oregon, spending the summer prospecting and mining in the vicinity of the Florence mines. The following winter he clerked in a store in John Day's mines, where Canyon City is now located. He then located at Umatilla and for several months was engaged in stock feeding.

In the spring of 1864, he purchased a stock of goods consisting of general merchandising and miners' supplies; chartered a train and started for Stinking Water mines in Montana. He joined forces with a train in which L. H. Wakefield was interested, and together they started on the long and toilsome journey which was beset with unusual dangers and hardships. They arrived in Hell Gate, or Bitter Root Valley in July and here started business in a house built by John Grant, chief agent of the Hudson Bay Company, near where Missoula is now located. For four years a successful business was conducted under the firm name of Woodward, Clement &

Co. Clement then sold his interest to the other partners and the firm became known as Woodward & Wakefield. Supplies were purchased in Portland and Mr. Woodward during the following six years made frequent trips to our city and became thoroughly acquainted with the city's business men of that day. Besides merchandising Mr. Woodward was engaged in farming and stock raising during this period and most substantial success followed his efforts in all three directions. In 1870, he sold out his interest in Hell Gate, with a view of locating in Portland, thoroughly convinced at this early day of the city's ultimate destiny as the commercial centre of this portion of the Pacific Northwest. Mr. Woodward's journey from Hell Gate after closing out his business there, for a distance of some three hundred miles was one he will always have cause to remember. The country at this time was without safeguards against lawlessness and was peopled by many desperate characters. Taking with him all of the money he had accumulated, amounting to some thirty thousand dollars, he started alone on horseback, but had not proceeded far before he was pursued by highwaymen, whom he knew only waited for a convenient opportunity to rob him. Years of residence among the rough characters who infested mining camps made him fully aware of the dangers of his situation. It was simply a question of endurance and strategy between himself and pursuers, and it was only by constant watchfulness and knowledge of the country that he was enabled to elude them. Until he reached Spokane Falls he was followed and had he been overtaken he would have lost his money and, without doubt, his life.

After his arrival in Portland, Mr. Woodward made a trip to his old Eastern home, but he soon returned and has since made his residence here. He immediately invested largely in real estate, and became a member of the real estate firm of Parrish, Atkinson & Woodward. His operations were rewarded with success, although at the time he was considered by many as engaged in a hazardous business. He had unlimited faith in the city's advance and he backed his judgment with money and reaped a rich harvest. His speculations in real estate have been continued up to the present and he is now largely interested in city and suburban property.

He was one of the organizers and incorporators of the Trans-Continental Street Railway and for several years has been its president. He was also one of the first promoters and stock holders in the Walla Walla railroad, and has been interested in several other minor business ventures, but the street railway and his real estate operations have absorbed most of his time and attention.

Since the birth of the republican party, he has been a zealous republican, casting his first vote for Gen. John C. Fremont. While in Montana, he was almost the only active republican in Missoula county and did much to keep up the party organization. He served as postmaster of Hell Gate and at that time was perhaps the only republican official in Montana Territory. Since residing in Portland he has served one term as county commissioner and is now serving his second term as member of the city council. While strong in his political faith and a zealous supporter of his party he has never been an aspirant for political office, having decided repugnance for the usual methods employed to gain political power.

He was married November 8, 1872, to Miss Mary J. Ross, a native of Portland and a daughter of Sherry Ross, an early Oregon pioneer. To them one child, a daughter, has been born.

Mr. Woodward's character was developed amid the surroundings of a newly settled country, where men are called upon to act quickly and independently and to rely wholly upon themselves. This has made him strongly self reliant and independent in nature. In all that he does he is governed by his judgment and is influenced but little by the actions of others. He is reserved in manner, but is warm in his friendships, and steadfastly loyal to all whom he trusts with his confidences. He has been very successful in business, possesses excellent business habits and judgment, and is a good type of that class of men who have made the Pacific side of our continent all that it is; possessing in large measure that same unconquerable, enterprising spirit which will make it a worthy rival of the Atlantic sea board.

MARQUAM, HON. P. A., was born near Baltimore, Maryland, February 28, 1823, and is the eighth child in a family of nine children of Philip Winchester and Charlotte Mercer (Poole), Marquam. His grandfather was a wealthy merchant of England, employing many ships in carrying on an extensive trade. His father was born in England but at the age of twenty came to America. His mother was a daughter of Henry Poole, a wealthy planter, on whose plantation now stands Poolville, Maryland. On account of sickness and financial misfortune the father of our subject soon after his marriage decided to leave Maryland with the hope of bettering his fortune, and to seek a new home in the west. With his family he first settled in Ohio, but shortly moved to Lafayette, Indiana. Here the family settled on unimproved government land, where a rude home was erected and pioneer life commenced. At the end of a few years, by the united labors of father and sons a greater portion of the wild tract upon which they had settled was cleared. By this time Mr. Marquam's elder brothers had left home to seek their own fortunes, leaving him at home to assist in the support of the family. Being the youngest of the boys and naturally strong and vigorous he was naturally selected as the one to remain upon the farm. If, however, he cheerfully accepted his lot it was not without a strong determination to make of himself something more than the prospects held out to the average farmer's boy in a new and undeveloped country. The circumstances which surrounded him were anything but encouraging. His father was not only unable to give him an education but needed his constant labor on the farm to maintain the family. To assist his parents and at the same time, by self application, to acquire an education was the double task which confronted young Marquam, but he undertook it with that same pertinacity of purpose that in later years brought him honorable position and the attainment of a large fortune. Day by day as he labored on the farm, and without neglecting his work he managed to devote considerable time to his studies. His evenings and odd times, when most boys would have been playing, or resting, he devoted to acquiring knowledge. When an opportunity offered he would take up his books and it was in this way that he not only gained a common English education, including some of the higher branches, but sufficient knowledge of the Latin language to be able to translate the Latin phrases found in law books. In the meantime he had saved sufficient money to buy a library of elementary law books sufficient to enable him to commence the study of law, to which he had determined to devote himself.

His preparation for his chosen profession was pursued in the same way that his elementary education had been gained—devoting alternate hours to work and study—a method he believes the only true way of gaining a proper mental and physical training. At the end of three years of such progress he had not only equipped himself for entering, but had saved enough money to pay his tuition at the law school at Bloomington, Indiana. He had, however, previously made quite an advance in his legal studies by studying at home under the directions and guidance of Hon. Godlove S. Orths, an able lawyer of Indiana, and who at one time was a representative in Congress, and subsequently Minister to Russia. He completed the prescribed course at Bloomington, and in 1847 was admitted to practice in the courts of the State.

He began the practice of his profession at Wabash county, Indiana, where he remained but a few months when he located at Renselaer, Jasper county, in the same State. Here he acquired considerable business and remained until he left for the Pacific Coast.

The excitement caused in 1848 by the discovery of gold in California, induced Mr. Marquam, with three companions, in March, 1849, to start across the plains with ox teams in search of the "golden fleece." The journey was filled with many incidents of interest, but finally three of them landed in the Sacramento Valley in September, 1849, after a trip of six months duration. After resting a few weeks Mr. Marquam proceeded up the Sacramento Valley to the Redding mines.

As soon as he arrived at his destination he went to work in the mines, and remained there during the winter of 1849 and until the spring of 1850, occasionally relieving the monotony of the pick and shovel by going on expeditions to expel the bands of marauding Indians, who in those days, were the mortal dread of the hard working miners. In these engagements he received several serious wounds, which laid him up for several weeks.

In the spring of 1850, still suffering from the injuries he had received Mr. Marquam, with others, left the mines and descending the Sacramento Valley, located in a small town called Fremont, at the junction of the Sacramento and Rio Del Plumas rivers, about twenty-five miles from Sacramento City. At this place, then the county seat of Yolo county, he commenced the practice of law, and at the first election held under the new State constitution of California, was elected county judge, practically without opposition. Many novel questions came up before the new judge, and he rendered important service in the organization of the county and State, which one incident will serve to illustrate. The legislature failed to name the amount of the bonds the county officers were to qualify in before the county judge. Judge Marquam thereupon fixed the amount for each county officer in Yolo county, and reported his action to the legislature, whereupon that body approved his course by adopting in the general laws of the State the sums he had affixed.

After serving two years in the capacity of Judge, Mr. Marquam came to Oregon, in August, 1851, his principal object at the time being to visit his brother Alfred, who had come to Oregon in 1845, and settled in the southern part of Clackamas county, at a place now a village known as Marquam, where he died in February, 1887. After looking over the country he was so well pleased with it that he determined to locate here. With that end in view he returned to California, resigned his position as judge, settled up his business and in the latter part of 1851 moved to Portland, where he at

once began the practice of his profession. He was very successful from the beginning and within a year had a large and lucrative practice. He saw that Portland was some day destined to be a metropolitan city, and with good judgment he invested in real estate all of the accumulations from his practice, above a sum sufficient to support his family. With the eye of a business man he looked around him and secured some of the most valuable property in Portland and the suburbs, a very large part of which he still owns. Among his large purchases was that of 298 acres, known as Marquam's Hill, which is one of the finest residence sites in the city of Portland. Some of this large tract he has disposed of, but a large share he has retained for his own use and on which he has long resided.

In 1862 Mr. Marquam was elected county judge of Multnomah county. So highly satisfactory to the people was his discharge of the duties of this office, that after the expiration of a term of four years, he was re-elected for another term, by a very large majority. During the eight years he served in this office he was never absent but one day from any term of court, and that was occasioned by sickness in his family. At the expiration of his second term he returned to his law practice, which, with the management of his real estate and other private business demanded his attention.

He has recently completed a theatre building known as the Marquam Grand, which for elegance of appointments is not excelled on the coast, and which in connection with the store and office building he is now constructing will form the finest structure in Portland, and greatly add to the architectural appearance of the city.

Of late years Judge Marquam has been gradually relinquishing the practice of his profession, and at the present time has practically retired from legal work, his extensive private interests demanding all of his time and energies.

He has always taken an active part in whatever was for the best interest of the city and county. At an early day he endeavored, but without success, to have the Market and Park blocks, which had been donated to the city, improved, and thereby forever secured for public purposes, and also strongly advocated a free bridge across the Willamette, connecting Portland and East Portland. In furtherance of the latter project he prepared, had printed and circulated throughout the county, petitions to the county court asking that the county be authorized by general tax to build a bridge across the river to be forever free to all travel. This petition, although signed very generally by the tax paying portion of the community, failed to accomplish the object asked for. Although now a stockholder in the present Morrison street bridge he is still in favor of a free bridge.

In 1882 Judge Marquam was nominated as the republican candidate for the legislature from Multnomah county. Although he in no sense desired the office nor made the slightest effort to secure an election, he was elected, receiving a very flattering vote, at which term he rendered important service to the county and State. In politics he has always been a staunch republican, but has never been a seeker after public office. Positions he has been called upon to fill have come unsolicited, and have been accepted in obedience to the clearly expressed desire of his fellow citizens that his services were needed. Duty to the public rather than his own inclination or personal interests has controlled his actions in this regard.

Judge Marquam was married May 8, 1853, to Miss Emma Kern, daughter of William Kern, a lady of culture and refinement, and admired for the many excel-

lencies of her character, Their union has been one of singular congeniality and happiness. To the patience, fortitude, devotion and faith of his wife that never faltered as well as her untiring energy and attention to his interests, Judge Marquam accords the highest credit for whatever success he has attained. They have had eleven children, all of whom are living and enjoying the best of health.

Beginning the race of life without the bestowed advantages of education or riches, every step of Judge Marquam's career has been one that shows the innate strength of his character— an iron will that no difficulties could daunt, and that failure only serves to render stronger. His struggle for an education, his life amid the hardships and danger of the frontiers, and the persistent patient labors of later years against many and great discouragements all show the mettle and unconquerable spirit of the man. Coming to Portland at an early period of its history, he at once displayed a belief in its future, as wonderful as it was unswerving. Through days of doubt, seasons of sunshine and storm; he never lost faith; and the city's marvelous growth during the past few years has been but a fulfillment of what he always claimed was surely coming. His faith led him to make many investments in the city when most men doubted his wisdom in doing so, but the large fortune he now possesses as the result of these early investments has proven the correctness of his judgment. Judge Marquam has led a remarkably active life, but possesses a hearty and rugged constitution which no excesses have impaired, and to-day he enjoys the best of health, and presents the appearance of one much younger than his years. A man of direct methods and perfect integrity, he has ever maintained an unsullied record for business probity and as a high minded Christian gentleman. Secure in the confidence and respect of his fellow citizens, it is to be hoped that many years of peaceful comforts may be in store for this honored pioneer of Portland whose career is inseparably linked with the city's growth and progress.

DODD, CHARLES II. In no summary of the forces and agencies which have made the Pacific Northwest within the last two decades take such rapid strides in material greatness, should be omitted the part borne by the subject of this sketch. For nearly a quarter of a century he has been a conceded power for good in the commercial, intellectual and moral progress of a wide extent of country, and has left in many places and on many things the impress of his individual work. The following sketch of his life belongs very properly to the history of a city where he has long resided and held such a prominent place in public affairs.

Charles H. Dodd was born in New York City, February 26, 1838, and is of English parentage, both his father and mother having been born in England. At the age of nine he left New York and became an inmate of the home of a daughter of John Bissell, at Stamford, Connecticut. His education up to this period had been carefully conducted and his progress had been beyond that of most boys of that age. At Stamford he was enabled not only to enjoy exceptional educational advantages, but the influences which surrounded him were such as tended to develop a strong, self-reliant character, and give a proper direction to his mode of thought and action. A member of a family of culture and refinement, and in a community which represented the highest type of New England life, there was naturally inculcated within him a



spirit of self-reliance; a feeling that the accident of birth conferred no patent to nobility; that the only things worthy of respect were work and worth, and an intense admiration for the principles underlaying our representative republican form of government. Amid influences thus wholesome he passed perhaps the most important period of a boy's life, pursuing his studies with such avidity and under such favorable conditions that at the age of twelve he had gained a fair English and Latin education and three years later was far enough advanced to enter Yale college, which famous educational institution he then entered with the intention at the time of finishing the full course. Two years later, however, just before he had completed the Sophomore year, an incident occurred that turned the whole current of his life. At this time, 1855, the project of building a railroad across the Isthmus of Panama, to facilitate the increased travel caused by the discovery of gold in California, was under way. It was an undertaking beset with dangers and hardships, and up to the time mentioned hundreds of lives has been lost in the enterprise. Men competent and willing to run the many risks involved were hard to find. In looking for recruits, Col. Totten, engineer-in-chief of the road, came to New Haven and before the students in Yale college explained the undertaking and solicited the aid of any brave enough to join in the work. It was a project likely to arouse the interest of any young, energetic, healthy and adventuresome boy. Young Dodd with three others volunteered to join the engineering corps; was accepted, and without delay started for the field of operations. For nearly a year he was engaged in this hazardous and novel work, gaining an experience in many particulars both unique and interesting. Commencing at Aspinwall (now known as Colon), he proceeded with the engineering party the whole distance now traversed by the road to Panama, a portion of the way being along the Chagres River, where he contracted the well known "Chagres" fever, and for several weeks was so ill that his life was despaired of. He, however, recovered in time to proceed with his party, being one of the comparatively few who originally started out who remained until the work was completed.

At Panama he fell in with C. K. Garrison, a prominent figure in the early commercial history of California; at that time agent of the Nicaragua Steamship Company, and who three years previously had established the first banking house at Panama. By Mr. Garrison he was sent to San Francisco on the steamer *Golden Gate*. Upon his arrival in San Francisco he secured employment with Farwell & Curtiss, hardware and commission merchants. His work for this firm after he had been with them some time brought him through a most valuable experience. He was selected to find the whereabouts of a vessel belonging to Peabody & Co., a well known shipping house, of Boston, which had been either lost or stolen, but which, it was presumed, was at some port in South America. In fulfilling the task assigned him, Mr. Dodd made perhaps a more extended journey through South America than up to that time had been made by anyone from the northern part of the Western Continent. Leaving San Francisco near the close of 1855, he proceeded by steamer to Panama, thence along the western coast to Callao; thence further south, crossing the Andes from Concepcion, he proceeded to Mendaza, Buenos Ayres, Montevideo and Rio Janeiro. From the latter point he proceeded by steamer to Panama, finally reaching San Francisco, after having spent nearly a year on the journey and being perhaps the first American to cross the Andes from Concepcion. He succeeded in finding the vessel he went in search of at Montevideo, which he supplied with a new captain and crew and sent to Boston.

Upon his return to San Francisco, after so many months of adventure and excitement, it was not strange that Mr. Dodd should look for avenues of employment offering more to stimulate his fancies than the prosaic life of trade could offer. The mines seemed to offer such a field, and he, therefore, began the life of a miner, beginning his search for the "golden fleece" in Grass Valley, Nevada country, where he remained two years. From thence he worked with his companions at Gold Bar, on the South Yuba. He then followed in the train of the Washoe excitement and went to Virginia City, Nevada, and was among the early discoverers of the Esmeralda mines. Although he was moderately successful in mining he became convinced, after quite an extended experience, that wealth, however great, gained at the expense of all domestic ties or elevating social life would be acquired at too great a sacrifice. So in 1861 he abandoned mining and with the capital he had acquired he opened a hardware store in Esmeralda in connection with Wm. Moliniux, continuing in business for four years with a fair degree of success. In the meantime, near the close of 1864, he joined the Esmeralda Mounted Rifles; was elected lieutenant of the company, and accompanied his command to Arizona, where it was sent to quell the raid of the Piutes and Mohave Indians on San Carlos and upon inhabitants of Owen Lakes country. In this service he was engaged until August, 1865, when he resigned his commission and resumed business at Esmeralda.

In May, 1866, Mr. Dodd was married to Lucy A. Sproat, a native of Middleboro, Massachusetts. Life now began to assume a new aspect. He began to feel the necessity of establishing a home where there would be a degree of permanency such as no strictly mining locality ever offers. With this idea in mind he sold out his business at Esmeralda and started for Salt Lake City, where he contemplated establishing a hardware store in connection with the Hawley Bros., of San Francisco. The Mormons held undisputed control of Salt Lake City at that time and President Brigham Young ruled affairs with all the absolutism of the Czar of Russia. Mr. Dodd was soon informed that he could not start in business at that point unless he would agree to pay tithes to the Mormon rulers, this he refused to do. He, therefore, began to look for a more inviting field for beginning operations, and came to Oregon. After making a tour of the State, he located at Salem where he established a hardware store in September, 1866. For two years he was rewarded with moderate success when he disposed of his stock and in October, 1868, came to Portland where he opened the hardware store of Hawley, Dodd & Co., Edward A. Hawley being his partner and M. C., Walter N. and Geo. A. Hawley, of San Francisco, furnishing a portion of the capital to start the business, and becoming their financial backers, but all the details of the business, its management and development, were entrusted to Mr. Dodd and partner, but Mr. Dodd, possessing a most thorough knowledge of the business, assumed practically its control and direction. In 1880, he bought out his partners' interest and has since been sole proprietor, although the firm name of Chas. H. Dodd & Co., has been retained. From a concern with limited capital against strong competition the business has grown to large proportions, and now employs a capital of from \$350,000 to 500,000 and for many years has maintained branch stores at Albany and Athena, Oregon; Spokane, Pullman, Colfax and Walla Walla, Washington, and Moscow and Lewiston, Idaho.

From his first connection with Portland Mr. Dodd became one of the most valuable factors in the development of Oregon. He saw that to make the State prosperous it was only necessary that its rich soil should be cultivated. The settlers who came to Oregon before the era of railroads, by the long distance across the plains, or the more expensive route, by water, in most cases arrived with little or no means, and were poorly equipped to buy the necessary implements to carry on agriculture. When Mr. Dodd came to the State the extensive and fertile agricultural lands of Oregon, Idaho and Washington, naturally tributary to Portland, were largely, through these drawbacks, cultivated only to a limited extent. To in a measure remedy this state of affairs, Mr. Dodd established supply depots in convenient localities, personally superintending and directing the work. He then permitted any settler who might be in need of agricultural implements, and without means of paying for them, to take them and pay for them whenever they were able out of the crops to be raised. Agricultural machinery worth thousands of dollars was loaned and sold in this way as early as 1869. The Indian wars breaking out soon after, nearly all the settlers whom he had thus supplied were driven from their homes, and Mr. Dodd realized but small returns from his venture. But he had the future good and prosperity of the State at heart; was not looking after immediate returns, and was not discouraged. As soon as peace was secured, new settlers came, and he repeated the experiment again—only increasing the volume of supplies, loaning them under the same conditions he had done before. Although he realized from this venture a fair profit, he has besides the great satisfaction of knowing that no single agency did more to prove to the country that the region his enterprise so largely assisted to bring under cultivation, was one of unsurpassed fertility. In this direction he performed a work of far reaching importance.


This, however, is but one of many instances wherein he rendered his adopted State great service. He has been at the front and among the recognized leaders in so many movements for the public good, that to even enumerate them would extend this sketch beyond its prescribed limits. The State Board of Immigration, one of the strongest agencies at work in behalf of Oregon, was largely created by his efforts. From the time the subject was first discussed he became its active champion, and by his efforts before the Board of Trade and among his associates, did much to set the forces in motion which culminated in its formation in 1881. From that time he has most ably served as the President of the Board, and so manifest has been the good accomplished under his direction, that last year, (1889), over \$35,000 was raised by voluntary subscription in Portland to carry on the work, while for 1890, over \$45,000 was secured for the same purpose. For many years he has been a member of the Board of Trade, and for nine years served as Vice President, largely by his personal efforts, creating from a weak and powerless organization without well defined aims or purposes, a strong and influential body, whose influence upon commercial affairs, is felt throughout the State. In all the work aided by and directly accomplished by the Board of Trade in behalf of Portland, he has been especially active, freely devoting his time and means to carry out every project which seems likely to advance the City's good. In 1883 he was elected a School Director, and served for five consecutive years—a period covering the most important years in the history of the Portland Public Schools—the High School having been completed and put in successful operation during the years named. He worked incessantly and intelligently in the direction of elevating to, and

maintaining a high standard of excellence, both in teachers and curriculum, many of the most beneficent and liberal measures now incorporated in the present school system owing their origin to his sagacious counsel and vigorous encouragement.

Mr. Dodd is a man of strong religious convictions, and ever since his residence in Portland, has been a member of the Episcopal Church. He has been specially active in Sunday-school work, having been Superintendent of St. Stephen's Sunday-school from 1868 to 1874, and of Trinity Sunday-school from 1875 to the present time, never having missed being at his post a single Sunday while in the City.

The foregoing is merely an outline of Mr. Dodd's career, and gives but a limited view of the many directions in which his active energies have found an outlet. It furnishes but a feeble idea of the man, and no insight into his marked individuality or the peculiarities which distinguish him from other men. It is perhaps unnecessary to say that of the men prominently identified with the forces which have made the Pacific Northwest what it is to-day, he holds no mean place. Few men possess a greater amount of physical energy or have had a more varied experience with men or affairs. His mental operations are quick, while his ready power of expressing himself forcibly and clearly, would be the first thing to impress one brought in contact with him. Quickly grasping any subject towards which his mind is turned, he is fertile and original in applying means to meet every emergency. Whatever he undertakes he goes at it with a determined energy, which seemingly has not stopped for a moment to think of defeat. There is perhaps no business in Portland of equal magnitude to his own, which represents so thoroughly the effort of one mind, or stands so alone as the creative work of one man. He physically and mentally works harder than any one connected with his business, and has the constitution to permit of such application. Although he impresses the casual observer as the active, ever-on-the-move, always ready and apparently never tired business man, still he does an immense amount of general reading, and keeps fully abreast of the literary and scientific world, and has one of the best selected private libraries in the City. He has a delightful social side, and finds perhaps his greatest pleasure in associating with congenial friends. He has not let the daily grind of an exacting business career sour his nature or impair the natural kindness of his disposition. The hard features of commercial life are left behind when he emerges from business, and all that makes a man welcome wherever he goes, takes their place. His home life has been singularly a happy one. His wife, of refined and cultured mind, has been truly a helpmate and companion, sharing and co-operating in all of his plans, and has done her full share toward creating a home where he finds his chief happiness. They have had four children, three of whom, two sons and a daughter, are living. Their elder son, Walter H., is a graduate of Amherst College, Class of 1889, while their second son, Edward Arthur, is in the Junior class at the same College, and will graduate in 1891.

Such is a brief account of this successful merchant and public spirited citizen, whose talents were never hoarded in a napkin or put out at usury, but have in many ways enriched his fellows, and in full measure contributed to the prosperity of his State and section.



HOLMAN, JAMES DUVAL, was born in August 18, 1814, on his father's farm in Woodford county, Kentucky. He was of the Holman family so well known in the Southern and Middle States. His mother was a Duval of Huguenot descent, a family of equal position with the Holmans in the south. Of Mr. Holman's great-grand parents, three came from Virginia and one from North Carolina. His parents were John and Betsy L. Holman, who were married in October, 1810. In 1817 they moved to Tennessee, where they resided for nine years, when they moved to Clay county, Missouri. His mother died in 1841, and his father came to Oregon in the immigration of 1843. In August, 1840, James D. Holman married Rachael Hixson Summers of Fleming county, Kentucky, who survives him, and now (1890), is living at Portland. Her family is well known, particularly in Kentucky, and is closely related to the Hixson, Mason and Morris families of that State. She was born February 27, 1823, in Fleming county, Kentucky, and in 1840 accompanied her father, Thomas Summers, on a trip to Western Missouri, which he took for his health. While there she met Mr. Holman.

Soon after he reached manhood Mr. Holman engaged in mercantile business. During that period the large number of Mormons in this section of Missouri caused great trouble, and partly by reason of his opposition to them and the active measures against them, in which he was a participant, he failed in business in 1845. His failure, too, was caused in part by the bankruptcy of a large number of his debtors. He refused to avail himself of bankruptcy or insolvency laws, and after he came to Oregon, and as soon as he was able to do so, he voluntarily repaid, with accrued interest, all his debts and obligations contracted before his business in Missouri failed.

In 1846, Mr. Holman, with his wife and two children came to Oregon across the plains in the immigration of that year. They left Independence, Missouri, in the spring and arrived at Oregon City, October 5, 1846. It is unnecessary to recount the hardships and privations, and their encounters with Indians on their toilsome land journey of over 2,000 miles. All old residents of Oregon know what the immigrations of the '40's endured. It is a part of the heroic history of Oregon. When Mr. Holman and his family started for Oregon, all that part of the country north of California was in dispute between the United States and England. The Ashburton treaty was not made until the immigrants of 1846 were half way over on their western march. At that time California belonged to Mexico. There were rumors of war, but the Mexican war had not begun. And gold was not known as being in California until two years later.

The real pioneers of Oregon are those who came prior to 1847. Others experienced equal hardships and dangers, but the Ashburton treaty settled forever the claim that what is now the States of Oregon and Washington belonged to the United States. Those who came after 1846 took no risk on the ownership of the country. The earlier immigrations had made plain the road which the later immigrations traveled.

On their arrival, Mr. Holman and his family stayed for a short time in Oregon City, but soon after they settled on a piece of land in Clackamas county, near Oregon City, where they lived until 1848. At that time news was brought by a sailing vessel of the discovery of gold in California. Mr. Holman took his family to Oregon City, and, with others, organized a party to go overland to California

and seek for gold. This party were the first overland Argonauts to arrive in California after the discovery of gold there. Mr. Holman was very successful in mining. After some months' working of placers on the American and the Feather rivers, he "cleaned up" several thousand dollars. General Sutter becoming acquainted with Mr. Holman made him an offer to take charge of all of Sutter's property, but he declined and recommended his old-time friend, Peter Burnett, afterwards Governor of California, who accepted the trust, and thus laid the foundation of his large fortune.

In 1849 Mr. Holman returned to Oregon by way of San Francisco, where he purchased a large stock of merchandise. He opened a store at Oregon City, and his business, which was directed with energy and intelligence, prospered. He engaged in various enterprises calculated to advance the interests of his town. He was active in raising money to build a dam to increase the depth of the water in the Willamette River below the mouth of the Clackamas. Among his papers at his death was found a deed of the ferry at Oregon City, for which he paid \$14,000. In 1849 he was elected a member of the first Territorial Legislature of Oregon, and was chairman of the committee on Engrossed Bills of that body as well as a member of the committee on Ways and Means.

In 1850, having acquired considerable money from his business and foreseeing that the commercial city of the northwest must be on tide-water and not at Oregon City, and believing that such a place would be at the mouth of the Columbia River, he bought from Dr. Elijah White a large interest in the townsite, saw mill and other improvements at Pacific City, on Baker's Bay, at the mouth of the Columbia. In that year he moved to Pacific City with his family and took up a donation claim adjoining Pacific City by purchasing the possessory rights of the first occupant.

For a time Pacific City gave promise of being the principal city of the northwest. A number of buildings were erected there and a large amount of capital was invested in the place; but by the jealousy of rival towns, the whole townsite was taken by the United States Government as a military reservation after expensive improvements had been made by Mr. Holman and others. Pacific City, thereupon, went down and finally was blotted out of existence. Mr. Holman had invested all his capital there. Among his other investments he had bought a large hotel fully equipped, which entirely filled a ship. This building, shipped, of course, in "knock down" state, was sent from New York, already to be put together. Mr. Holman bought and erected this hotel at Pacific City, at a total cost of \$28,000. This with the other improvements and the townsite was taken by the government in 1852, and it was not until 1879 that the government paid him for the hotel building. For the other improvements and for the townsite, the government has not paid to this day.

On the failure of Pacific City, Mr. Holman was compelled to move on his donation claim, and to live there for four years to secure it as provided by the donation law. He perfected his right to this claim and it now belongs to his widow. On this land is situated the present town of Ilwaco. In 1857, he and his family moved to Portland, where he resided and engaged in business until his death in 1882.

In 1859 he was elected one of the three directors of the Portland Public Schools, and was annually elected for four successive terms. He was a strong advocate of of the high school system of education, and although he was opposed in his views by



others while in office, he had the satisfaction some years before his death of seeing his ideas carried out, and the Portland Public Schools brought to their present high standard.

In 1872, he started the town of Ilwaco on his donation claim on Baker's Bay. This town has grown, and at this time Ilwaco and its suburbs and surroundings comprise the principal watering place of the Northwest.

In his youth Mr. Holman joined the Baptist Church, but the close communion of that religious body not being in accordance with his ideas, he finally became a Presbyterian. He assisted in the organization of the First Presbyterian Church at Portland, in 1860, and was one of the elders of that church from early in its organization to the time of his death, being then the senior elder. In 1881 he erected at Ilwaco, on a very slightly knoll, near his own cottages, a tasteful chapel. His breadth of religious view was shown when he made this structure a union chapel, free and open alike to all denominations. He joined the Ancient Order of Free and Accepted Masons in 1850, being initiated at Oregon City in the first lodge of that order founded in Oregon. He remained an affiliating member until his death.

Politically, like most Southerners, he was a Whig until the breaking up of that party. He then became a Democrat and remained such, steadfast through all its dark times and trouble, until the end of his life. Through the civil war he assisted in keeping his party together at great personal cost to himself; for he was not a man to swerve from his principles for personal gain, convenience or popularity.

The hardships and exposures of his pioneer life had told on his naturally strong constitution and repeated attacks of inflammatory rheumatism brought on Bright's disease, which was the immediate cause of his death.

Of his children, he left surviving him two sons, Frederick V. and George F. Holman, both members of the Oregon bar, and two daughters, Frances A. and Kate S., who still live with their mother in Portland. Of his wife, it should be said that in coming to Oregon she willingly sacrificed everything except her love for her husband, and her children. She was in all respects truly his helpmate. By her buoyant disposition she aided her husband in making financial losses an incentive to new effort; and reverses were robbed of bitterness by her sympathy and encouragement. There never was a better, braver or nobler woman, nor a truer, more devoted, nor more helpful wife.

Mr. Holman's business affairs were for many years interrupted and interfered with by the long sickness and death of several of his children. At one time after he had started in business at Portland, a daughter became ill, and in order that she might have better medical treatment, and with the hope that her sufferings would be less, in a more favorable climate, he abandoned his business and took his daughter and wife to California, where his daughter died. This is a single instance out of a life time of tender devotion. He educated all of his children and bore his privations and losses on their behalf willingly, as sacrifices on the altars of love and duty. In every domestic relations he was ever a true and very tender man.

Mr. Holman was a pioneer of the highest type. He was in every way honest and honorable—an exemplary man and a model citizen. He was a man of deep religious convictions and devoted to his family and his friends.

Personally he was brave, almost to recklessness; he was temperate, untiring, energetic and far-seeing. He never despaired, never let circumstances conquer him never sat idle bewailing his luck or his fate. He had the enterprise and the daring in business, which is so essential for the well-being of new communities. Had he possessed less of these qualities he might have, by the process of accumulation and the accident of his location, acquired great wealth. Had not his whole fortune been tied up in his Pacific City enterprise, or had the government paid him in 1852, as it should have done, instead of deferring the payment for twenty-seven years, thereafter, he would undoubtedly have made a vast fortune at Portland. As it was he died possessed of property, the income of which was sufficient for his support.

After all it is the personal qualities of a man which make him, and by which he must be measured and remembered. If a man acquires great wealth by his ability and enterprise it becomes, in a proper sense, a monument to him, as is any other deserved success. But if a man acquires riches by the enterprise, energy or foresight of others the wealth thus accumulated becomes usually greater than the man. The failures of such a man as Mr. Holman are often more creditable than the successes of some other men.

Mr. Holman was a leader in that army of state builders—the immigrants—not a camp follower who lived on, nor a sutler who grew rich from the needs of such an army. It was such men as he who cut out the way to Oregon and made it possible for later comers to be successful. He was one of the men who helped lay strong and solid the foundations of the State of Oregon. When sufficient time has elapsed to write a true history of Oregon and its people it will be then that such pioneers as Mr. Holman will be given the credit which they so fully deserve.

JONES, HENRY E., M. D. The subject of this brief memoir, was born in Steuben, Oneida county, New York, in 1837, and is the third child in a family of nine children of Hugh W. and Sarah (Smith) Jones. His early life was spent on a farm and during his youth his educational advantages were of the most limited nature. The humble circumstances of his parents, with a large family to provide for, made it impossible to give their children anything but the most meagre opportunities for gaining an education. Until after our subject had reached his majority most of his time had been passed in labor upon the farm, during which period the only mental discipline he received was such as could be obtained in the winter terms at the district school. Environed by circumstances which offered little to encourage his ambition; surrounded by obstacles which seemed almost insurmountable, his future prospects for a career beyond that of the most modest pretensions were anything but bright, but even at this time he determined, however much the effort might cost him, to rise above the conditions in which fate had placed him.

He knew how hard the work would be, he knew the difficulties he must face and overcome, but a high purpose made him courageous and he was not dismayed. Solely dependent upon himself, with none to share the inspiration of his cherished plans, and with few kindly words of cheer, he commenced the struggle for self advancement. It is, perhaps, needless to follow him during this period of his

experience which finds a counterpart in the lives of so many who from like condition under the incentive of a worthy purpose have risen to fame and fortune. Compelled to earn his support by severe manual toil, while pursuing his studies, his advance was necessarily slow, and when he entered Whitetown Seminary he was at that time much older than the oldest student there. The embarrassment caused by this disparity in age was a severe test of manhood, and surely there is not a moment in the history of this gentleman when the unalloyed metal of his character shone more brightly than when he resolved under the circumstances to go on in pursuit of an education.

While preparing for college at this institution the war of the rebellion began and all over the great State of New York, at the first call for troops, men from the ranks of the professions, from the farm, from work shops, from schools and colleges stepped forth to defend the Union. Active preparations for war were seen on every hand, ordinary avocations of life lost their charms, and in the wild excitement which prevailed the military spirit was enkindled in the most sluggish nature. Our young student was enthused with the spirit of the times, and even his ambitious thirst for an education became secondary to the great cause which demanded the services of every patriotic citizen. After assisting in the formation of a company he enlisted on August 1, 1862, as a private in Company I, 146th Regiment, New York Volunteers. His promotion in the service rapidly followed. On October 1, 1862, he was appointed first sergeant; February 1st, 1863, commissioned second lieutenant; March 1, 1863, first lieutenant, and November 19, 1863, captain.

Beginning with the battle of Fredericksburg, Virginia,,December, 1862, he participated in all the engagements in which his regiment bore such conspicuous and gallant part until disabled at the battle of the Wilderness, May 5th, 1864. This service included the memorable advance on the Rappahannock by Gen. Burnside in the winter of 1862-3, and the sanguinary battle of Chancellorville under Gen. Hooker, in May, 1863. The soldierly qualities displayed by Officer Jones quickly won the good opinion of his superiors. At the time of Gen. Hooker's withdrawal from the Rappahannock, the 146th was on picket duty at the United States Ford. When the Union forces withdrew, Officer Jones was left with 100 men to guard this ford, remaining twelve hours after his corps and regiment had left. He then by a forced march started to rejoin them, overtaking them some sixteen or eighteen hours later at Manassas Junction. He was overtaken on the way by the advance of Stuart's cavalry and skirmished with them for about ten miles south of Bristow Station. His conduct throughout this trying ordeal was most highly commended and was the direct cause of his subsequent promotion as captain.

During the second, third and fourth days of the battle of Gettysburg, the 146th regiment formed a part of the 3d brigade, 2d division, 5th army corps and was in the thickest of the fight which marked this decisive battle of the rebellion. On the second day the 146th, with three other regiments, at a severe loss of officers and men, charged up and obtained possession of Little Round Top, a position recognized by Meade and Lee as the key of the critical battle of the war, and held it through the entire engagement. It was here, on the third day of the fight, while his company supported Battery D, of the 5th U. S. Artillery, during the terrible cannonading, that Officer Jones received a concussion, which, with his subsequent exposure eventually resulted in the loss of hearing in his right ear and partial loss in the left.

After the battle of Gettysburg, he took part in the battle of Williamsport, the pursuit of Lee's army and the battle of London Heights. He also engaged in the skirmishing in advance of Stuart's cavalry at Brandy Station, while the Union forces were falling back from Culpepper to Rappahannock Station in October, 1863. This service was followed by participating in the battles of Rappahannock Station, November, 1863, and of Mine Run of the same month, after which the regiment went into winter quarters at Warrenton Junction where it was employed in guarding the railroad.

The 146th shared the fortunes of the Army of the Potomac until the spring of 1864, when General Grant assumed command of the army. The first real service the regiment saw under this great commander was at the battle of the Wilderness, on the 5th of May, 1864, when it suffered almost total annihilation—of the 600 who entered the engagement there was lost nearly 400 in killed, wounded and prisoners, Captain Jones being among the wounded, having received a severe gun shot wound in the right leg.

Being disabled for service he was granted forty days leave of absence, which was afterward extended to sixty days. He was ordered to the officer's hospital at Annapolis, Maryland, where he remained one month, when he was ordered on the recruiting service and sent to Hart's Island, New York Harbor. While engaged in this service he took 1,000 recruits to the Army of the Potomac, at City Point, Virginia, made two trips to Fort Federal Hill, Baltimore, Maryland, with 1,400 recruits, and had charge of 200 recruits while transporting them to the Army of the James. From November 1, 1864, to June 30, 1865, he had command of Company A, permanent party at Hart's Island, after which he rejoined his old regiment in Virginia, where he was entrusted with conducting one hundred men who had been discharged from the United States service, July 15, 1865, to Hart's Island, where they were mustered out in August, 1856.

Captain Jones was a brave and efficient soldier, and in recognition of his faithful and meritorious services was commissioned by the President of the United States Brevet-Major of United States Volunteers. He took a genuine pride and interest in the service; thoroughly equipped himself for every duty, and on all occasions proved himself a true soldier and a capable officer. His interest in a military life awakened amid the throes of war and stimulated by the excitement and dangers of many battlefields, still abides with him, and he continues to take a lively interest in military matters and is unusually well informed as to the methods and plans of modern warfare.

The three years he had spent in the service of his country seriously interfered with his plans for acquiring an education, but he had no sooner abandoned the life of a soldier than we find him in August, 1865, equipping himself for an honorable profession by reading medicine in the office of Dr. C. C. Reed, of Oneida county, New York. At the end of a few months he went to New York City to continue his study under the direction of the celebrated surgeon, Dr. Stephen Smith, and to attend Bellevue Hospital Medical College. After completing two courses of lectures at this institution he was appointed Acting Assisting Surgeon in the United States Army, and ordered to the Department of the Gulf, at New Orleans, where he served with great success through the yellow fever epidemic of that year. He remained in the

Department of the Gulf until October, 1868, most of the time serving as post surgeon of Troop M, 4th U. S. Cavalry, at different times being stationed at New Orleans, Opelousis and Monroe, Louisiana. At the latter place in addition to his duties as post surgeon he had charge of the Freedman's Dispensary for four months, where he had an extensive practice and gained a valuable experience.

From the Department of the Gulf he was transferred to New York, where he attended another course of lectures at Bellevue, graduating from this college in February, 1869. He remained in New York City, practicing his profession, until March, 1871, in the meantime besides having charge of a class in Orthopedic Surgery in the 26th Street Dispensary, conducted by the Bellevue College faculty, he made two trips with United States troops as Acting Assistant Surgeon, one to Fort McKavitt, Texas, and the other to San Francisco, California. In March, 1871, he was ordered to the Department of the Columbia, his first duty being to accompany as Surgeon recruits to Camp Warner and to return with two companies of the 23d U. S. Infantry from Camps Warner and Harnie to Fort Vancouver. On the completion of this duty he was stationed at Fort Stephens as Post Surgeon. In October, 1872, he accompanied the 2d U. S. Cavalry to Raleigh, North Carolina, after which he returned to New York and while awaiting orders took special courses of instruction in the throat, ear and general pathology. In 1873, he again accompanied a detachment of troops to San Francisco, when he was ordered to the Department of the Columbia and put on duty at Fort Stephens, where he remained until September, 1873, when he resigned from the service and began the practice of his profession in Portland.

His course from that time to the present is well known to the citizens of Portland. Thoroughly prepared for his work by painstaking, careful study and an extended experience, he at once took high rank in his profession. His success from the first was marked and his reputation, both in and out of the profession, has grown from year to year until at the present time it is not too much to say that he holds a conspicuous place among the most successful medical men of Oregon. His practice has been general in character, but has largely pertained to surgery, in which his success has been particularly noteworthy, having successfully performed nearly all of the capital operations. He is a bold operator, but it is the boldness which comes from conscious skill, trained knowledge, and experience. Never rash, he aims to leave nothing in the simplest surgical operations to chance or accident, still he has that faith and confidence in himself so essential to the highest success in surgery, and has never shirked an operation, however difficult or hazardous, which he believed it was his duty to perform. While he is a positive character he is not dogmatic in his views. He is willing to learn from those even many years his junior; is wedded to no out-grown theories and has ever been ready to adopt new methods which have been found superior to the old. He is not self assertive; has little self appreciation; is noted for extreme simplicity and modesty of character, and few physicians are so free from personal jealousies or so just in estimating the attainments of their brother practitioners. Dr. Jones assisted in the organization of St. Vincent's Hospital and his best energies were directed to its establishment on a firm and permanent basis. From 1877 until 1885, he was surgeon in charge, and the claims of this institution received at his hands all that his time and talents could do for it, counting even the claims of his large and important private practice as secondary to those of the hospital. Those

familiar with the history of the hospital during the period named bear willing testimony to the self sacrificing spirit he at all times evinced to make it a worthy institution for the alleviation of human suffering. He is still connected with the hospital as consulting surgeon and cheerfully and readily meets all the drains it makes upon his time and ennergies. He has also held for several years the chair of clinical and operative surgery in the medical department of the Oregon State University.

In 1879, Dr. Jones made an extended tour of Europe for the purpose of relaxation from professional cares, and largely that he might add to his knowledge of his profession. With the prestige of having studied under Dr. Stephen Smith and the friendship of Dr. Marion Sims and Dr. Addis Emmet, he was treated with great cordiality and shown much attention by Sir Spencer Wells, Sir Morrell Mackenzie and Dr. Thornton, of England, Dr. Schwartz, of Halle, Germany, and other distinguished physicians of the Old World.

Personally Dr. Jones is a man of kindly feeling and of strongly sympathetic nature. Familiarity and constant contact with physical pain has rather intensified than dulled his feelings, and as a physician he is as gentle and tender as a woman, while a certain magnetism of manner and genuine solicitation for his patients beget in return a degree of confidence and love such as is gained by few physicians. Outside of his profession he has been a great reader, and despite the onerous duties of a large practice has managed to keep unusually well informed as to the wonderful progress made in recent years in every branch of knowledge. His knowledge of men, the rebuffs of fortune and the asperities of life have not soured his nature, but have broadened his views and sympathies and made more enthusiastic his faith in finding some good in everyone. He takes a philosophical view of things and is the broadest and most cheerful of optimists. His nature is mirthful and he believes in getting and giving good as he goes along. For his friends and intimates he has a frank, warm and loyal attachment—as warmly and loyally reciprocated. Such, in brief, are some of the prominent characteristics of this earnest, skillful physician, whose career has been one of constant and unflagging devotion to duty, of many generous deeds and of active usefulness.

He was married in February, 1879, to Miss Mary H. Savin, of Portland, a lady of culture and refinement, and their union from mutual tastes and devotion has been one of singular congeniality and happiness.

MALLORY, RUFUS, is of New England ancestry, and descended from a strong and hardy stock, well fitted for the furnishing of such elements as are needed to command success and produce laudable results in the new but rapidly growing country in which his lot was cast and where modern civilization has come with such splendid strides.

About 1816 his parents left their home in Connecticut for the West, as New York State was then called, and settled in the town of Coventry in Chenango County, at which place the subject of our sketch, the youngest of a family of nine children, was born, June 10, 1831.

Five or six months after his birth the family removed to Steuben county. This county at that time was new and thinly settled, and the disadvantages that existed were almost as great as a few years later confronted the pioneers in opening up the country of the far West. Railroads had not reached this part of the country, and communication with the outside world was extremely difficult. School houses had been built, but instruction was limited to the common branches, and often entrusted to unqualified persons.

It was amid these surroundings that the youth of our subject was passed. Being the youngest of the family his labors on the farm were less demanded than that of the older boys, and when school was in session he usually attended, but considering the character of the school this cannot be said to have been much of an advantage. When he had grown old enough for his labor to be of value on the farm, this condition of things was changed, and he was obliged to work during the summer, and his school privileges were confined to the winter months. Even at this period, and with his indifferent surroundings and opportunities, he made some progress and showed a decided aptitude for acquiring knowledge, taking rank among the first at school. At Alfred Center, eleven miles from his father's farm, was an institution known as Alfred Academy. To attend that school was the especial ambition of every youth in the vicinity who desired to gain an education. The winter that young Mallory became fourteen years of age, he was sent to this Academy and remained during a term of thirteen weeks, which constituted the first real systematic course of instruction he had ever received. This was supplemented by two more terms during the following two winters, which completed all the educational advantages he ever enjoyed. He however made good use of his opportunities and obtained a fair English education, taking advantage of which, like so many country-bred American boys, at the age of sixteen he obtained a position as teacher, and was thus employed for several winters, working on the farm during the other months of the year.

Although there was little in his surroundings to stimulate his desire to enter the legal profession, young Mallory had an ambition to become a lawyer. He had not the means necessary to permit him to pursue the required study, and his parents were not only financially unable to assist him, but were not disposed to encourage what they deemed an unworthy ambition. Both of his parents had been reared under the old Puritanical theories respecting religious and secular affairs, and they were firmly convinced that a lawyer's chance for honor was small indeed.

These discouragements and difficulties, however, did not cause young Mallory to abandon his cherished desire to become a lawyer, and an opportunity to make a start towards this end soon presented itself. In 1851 he became a clerk in a store in the small town of Andover, about four miles from his home. One of the partners in the firm was an old gentleman named Jonathan Everett. He was an excellent scholar and a well read lawyer, and had been a practitioner in New Hampshire at the same bar with Daniel Webster, on several occasions having been associated with him in the trial of cases. He had quite a number of law books, the use of which he kindly loaned to Mr. Mallory. Here our young clerk began the study of Blackstone during the leisure moments when not employed at his duties about the store. Mr. Everett was of great assistance to him, and did much to properly direct his studies.

Mr. Mallory remained at Andover, spending the little time he could spare from his work in reading law, until the spring of 1855, when he was placed in charge of three flat boats, loaded with sash, doors and blinds, and proceeded with them down the Alleghany and Ohio rivers, selling them to the towns on the way until he reached the mouth of the Ohio river. Returning home he came by railroad from Cairo to Chicago, and thus had an excellent chance to see the West. This trip determined him to settle in the West, and in the fall of 1855 he located in Henry county, Iowa, where he taught school and read law until 1858, when he started for Oregon, reaching Jacksonville on the 1st day of January, 1859, a few weeks before the bill admitting the State into the Union was signed by the President. He first located in Roseburg, Douglas county, where he engaged in teaching, and continued his law studies in the office of Ex-Governor S. F. Chadwick, who was then practicing law at that place. In the spring of 1860 he was admitted to practice in the Circuit Court, and in June of the same year was elected for a term of two years Prosecuting Attorney for the first judicial district, composed of the counties of Douglas, Jackson and Josephine, and during his administration of the duties of this office, established a reputation as an attorney and counsellor which was highly creditable, and to which succeeding years and experience have constantly added new laurels.

In 1862 he was elected a member of the legislature from Douglas county, and in the fall of the same year removed to Salem, where he was appointed by the Governor Prosecuting Attorney of the Third District, comprising the counties of Marion, Linn, Polk and Yamhill, Vice Hon. J. G. Wilson, who was appointed first Circuit Judge of the Fifth Judicial District. So satisfactorily did Mr. Mallory discharge the duties of this office, that in 1864 he was elected to succeed himself for a full term of two years.

At the general election in 1866 Mr. Mallory was elected Congressman from Oregon, and for two years worthily represented his State at the National Capital. At the end of his term he returned to Salem and resumed the practice of law. In 1872 he represented Marion county in the State Legislature, and was elected Speaker of the House, in which position he was noted for the fairness of his rulings, and displayed a high order of executive and parliamentary ability.

In 1874 he was appointed United States District Attorney for Oregon by President Grant, and reappointed in 1878 by President Hayes. In 1882 he was appointed Special Agent of the Treasury Department to go to Sangapore, India, on business connected with that department. On completion of his business at Sangapore, he returned home by continuing his journey westward, and thus circumnavigated the globe, his actual travelling time being seventy-eight days.

On his return to Portland Mr. Mallory resumed the practice of his profession, remaining alone until the fall of 1883, when he entered into partnership with C. A. Dolph, Ex-Judge C. B. Bellinger and Joseph Simon, a legal firm which from that time to the present has commanded a large and most lucrative practice.

Mr. Mallory was originally a Whig in politics, but since the overthrow of that party he has acted with the Republican party.

As a lawyer, Mr. Mallory ranks among the best in the State. His legal abilities have been tested in many important cases which have attracted wide attention because of new and novel questions involved, and on no occasion has he failed to acquit himself admirably. His painstaking industry, his power of incisive analysis, his large

knowledge of the principles and precedents of the law are conspicuous in all the fields of litigation, but appear to best advantage in the trial of cases. As a pleader, he particularly excels, his style of speaking being always clear, pointed and forcible. He has always been a hard worker in his profession, thoroughly knowing that the lawyer who fails by severe application to keep abreast of the constantly changing conditions pertaining to the practice of the law must be content to occupy a secondary position. It has been mainly through this element of his character, with unlimited love for his calling, and a worthy ambition to excel, that his high position in his profession has been obtained.

Mr. Mallory was married June 24, 1860, to Miss Lucy A. Rose, daughter of Aaron Rose, of Roseburg, Oregon. They have one child, a son.

STEEL, JAMES, banker of Portland, was born in Woodsfield, Monroe county, Ohio, on September 20, 1834, and is a son of William and Elisabeth (Lawrie) Steel. His father was born in Scotland, but came to America when nine years of age, and was engaged in merchandising nearly all of his active life. He was a man of strong character, and every action in business and private life was governed by the most rigid adherence to a lofty conception of right and justice. He was strongly opposed to human slavery, and was very active for more than twenty years prior to the War of the Rebellion in the efforts made by leading abolitionists toward liberating the bondmen of the South by means of what at the time was termed the "underground railway scheme." He died in Portland in 1881, after which his wife lived with the subject of this sketch until her death in 1887.

The boyhood of James Steel was passed at Woodsfield and Stafford, Ohio, the family removing to the latter place in 1844. His education was limited to the common schools, and at the age of seventeen he began his business career in his father's store. Two years later he entered into partnership with his father, continuing in such relations for three years. He then made a limited tour of the West, visiting Iowa and Kansas, and in the spring of 1856 located at Dubuque, Iowa, where he secured a position as clerk and finally as book keeper in a wholesale dry goods house. Here he remained until February, 1857, when, after a short visit home, he returned to Dubuque and became book keeper and general manager of a hardware house, remaining until 1859. This service was followed by engaging for a short time in the crockery business, which proved unprofitable and was given up.

During the memorable political campaign of 1860 he took an active part. After the contest was over he left Dubuque, and being out of employment at the time, the Member of Congress then elect from the Dubuque district proposed to secure him some political appointment, which he declined. During these later years his father had, through the kindness of his heart, been induced to lend his name to some friends by endorsing notes, which led to the loss of all his property, and while under the laws of Ohio he could have retained his homestead, yet he gave up everything to his creditors, but principally to pay the debts of others. This broke up the family and the subject of this sketch then came to the Pacific Coast, hoping thereby to advance his fortunes and thus be able to assist his father and family.

In the summer of 1862 he came to Portland, and being without means, he for a time worked for his board. He then became clerk in the grocery house of Robert

Pittock, where he remained until January, 1864, when he took the position of book-keeper and cashier in the dry goods and grocery house of Harker Bros. At the end of two years this firm retired from business, and for a short time thereafter Mr. Steel was located in Oregon City, straightening up the affairs of the Oregon City Woolen Mills.

Upon the organization of the First National Bank of Portland in 1866, Mr. Steel became its Cashier. Banking business at this date in Portland had not reached much magnitude, and for some years all of the practical management of the affairs of the bank devolved upon Mr. Steel. It was in this position that his natural talent for financiering found a congenial scope, and during the sixteen years he was connected with this institution he gained an enviable reputation as a careful business man. He saw this bank grow from a small beginning until it became one of the largest banking institutions on the North Pacific Coast, and during this period his labors were most highly appreciated by those associated with him.

In July, 1882, Mr. Steel resigned his position in the bank, to engage in a general warehouse and grain business on the line of the Oregonian Railway Company, having leased from the Oregon Railway and Navigation Company all of the warehouses owned by this corporation. He had hardly gotten his new business under way when unforeseen and unfortunate railway complications put a sudden end to the establishment of any well regulated or profitable business in this direction, and he was forced to abandon the enterprise.

In 1883 Mr. Steel became one of the organizers of the Willamette Savings Bank, and was elected its first President. The depressed condition of affairs which came upon the country soon after this bank was organized, left little for savings banks to do, and it was determined to change the institution into an active commercial bank, and in 1886 the present Merchants' National Bank was formed, of which Mr. Steel has since been president. His labors in behalf of this institution have been marked by rare success; and to-day it is one of the most prosperous banking houses of the State.

Besides the business enterprises enumerated, Mr. Steel has been prominently identified with the Oregon Construction Company, which built the Oregon Railway and Navigation line from Pendleton to Huntington, and the Palouse branch of the Northern Pacific Railroad, and had personal charge of the construction of the road from Colfax to Moscow. He was one of the promoters of and is largely interested in the Klamath River Lumber and Improvement Company, a corporation formed with a capital stock of \$500,000. This company owns a large body of timber land in Klamath county; owns the town site of Klamath City; has a twenty years franchise for floating logs and timber down the Klamath river, and at the present time is building at Klamath City one of the finest saw mills on the Pacific coast. He is also half owner in the Oregon Pottery Company, of which he was one of the incorporators in 1884, and is Secretary and Treasurer of the Company, and is also president of the Portland Trust Company, a financial corporation of \$160,000 capital, and doing a large business.

Mr. Steel is associated with his brother, George A., under the firm name of G. A. Steel & Co., in the insurance and real estate business. They, together with a few other leading business men, purchased about 400 acres of land, some two miles south of Portland which was divided up into blocks and lots and is known as Fulton Park. In order to bring this property into ready market, the

two brothers proposed to their associates to build an electric motor road from the city to the land. Inasmuch, however, as the building of such a road would involve the expenditure of a large amount of money none of their associates in the Fulton Park scheme could be induced to invest their funds in an electric road enterprise. Knowing, however, that if the property was to be made valuable, some quick and inexpensive means of access should be had to it, a proposition was made by Mr. Steel and his brother to their associates that they would build the road themselves in consideration of the company guaranteeing them a subsidy, which, considering the benefits to be derived by the company, and the increased value that would be given to their property, was very small. Their proposition was accepted and the two brothers proceeded immediately to the formation of the Metropolitan Railway Company, incorporated under the laws of Oregon, with a capital stock of \$200,000, which was subsequently increased to \$400,000. Up to this time electric roads were in an experimental stage, and particularly so on the Pacific Coast. Two or three such roads had been attempted in California, all of which had proved disastrous failures. One road, however, was then being operated successfully in Seattle, Washington. After examining the matter as carefully as they could they were satisfied that such a system of operating a road would be especially adapted for a suburban road. They finally entered into a contract with parties, representing the Sprague Electric Co., to equip their road. In commencing this enterprise the primal object in view was to get access from the southern part of the city to Fulton Park. It was, however, at once seen that in order to make their enterprise a complete success, it would be necessary to have their line of road extend through the business part of the city, and finally by the purchase of a franchise from a corporation known as the Traction Co., and with some modification of the same from the city they secured a franchise which extends from G street, through Second and other streets, southerly to the city limits. When they commenced this enterprise they were unable to induce any other parties to invest their means in it, and therefore had to carry it through on their individual credit. The road is now in successful operation from G street in the city to Fulton Park, a distance of 4 1-7 miles; is being operated very successfully, and is generally conceded to be one of the best properties in and about the city. They contemplate building a branch of their road to Riverview and other cemeteries contiguous thereto and ultimately to extend their line to Oswego and Oregon City. Besides the interests named Mr. Steel is financially interested in various other minor enterprises while his private operations in real estate have been conducted with almost uniform good results.

Mr. Steel was married in November, 1866, in San Francisco, to Miss Mary Ladd, a sister of W. S. Ladd, of Portland. They have had five children, four of whom are living, one son and three daughters.

Mr. Steel has been successful in business, not as the result of any single stroke, but rather as the result of patient, persistent and well directed effort. He possesses fine business judgment, excellent executive ability and an evenly balanced mind. He is naturally conservative, and wild speculative methods, with promise of great reward if successful, but with ruin as the price of defeat, have no charms for him. No man in this community stands higher for strict integrity of character, business probity and faithfulness to every trust and obligation. Portland has been benefitted in many

ways by his ready willingness to promote by his labor and his means every deserving public enterprise, and according to his ability to do and to give the city has had no more helpful and sincere friend. He, early in life, became a convert to the Christian faith and has been an active member of the First Congregational Church of Portland ever since his residence here, having served as trustee and treasurer for the last twenty years and also for several years as member of the board of deacons and as one of the committee on Home Missions. He is an ardent republican in political faith and takes an active interest in political affairs, but has never sought or desired public office.

He is generous and charitable, and although closely devoted to business interests, gives much time and freely contributes of his means to benevolent work. Personally he is a genial and pleasant gentleman, but modest and retiring in disposition and naturally shrinks from anything that would lead him into the public view. He is domestic in his tastes, loves his home, and finds his chief pleasure in the family circle and in friendly intercourse with intimate friends.

REID, WILLIAM, capitalist and banker of Portland, was born in Glasgow, Scotland, November 22, 1841. His ancestors for several generations were residents of Forfarshire, and the town of Dundee. David Reid, his father, was conductor on the first railroad ever operated in Scotland, and for thirty years was prominently identified with the railroad interests of that country. The education of our subject began in his native city at St. Andrew's Parish School, and was completed at the University of Glasgow in 1865. At the latter institution, after finishing his literary course, he studied for the bar and was admitted in 1867 as an attorney. He began the practice of his profession at Dundee in partnership with Alexander Douglas, under the firm name of Reid & Douglas. He soon acquired an extensive practice, and acted as counsel for the United States for several American claimants under the Alabama treaty. In 1868 he was employed by Mrs. Mary Lincoln, widow of the President, to assist in the preparation of the *Reminiscences of Abraham Lincoln*. While employed on this work he was appointed by President Grant as United States Consul at Dundee, and held the office at that port until his removal to Oregon in 1874. It was during the period he held this office that his attention was called to Oregon. From the official reports published on the State, and from intercourse with Americans, he gained much information concerning the State. In 1873 he prepared and published a pamphlet entitled *Oregon and Washington Considered as a field for Labor and Capital*. 30,000 copies were circulated, and the influence they exerted upon the development of this portion of the union is almost beyond calculation. The attention of capitalists and immigrants was directed towards this section, and one of the immediate results was the formation of the Oregon and Washington Trust and Investment Company, of Scotland, with a paid up capital of \$250,000. The Earl of Airlie was made president of the company, and Mr. Reid its secretary. In 1874 he was sent to Oregon to organize its business in this State, and so highly impressed was he with the resources of this region that he determined to permanently locate here, and become a citizen of the United States.

In 1876 Mr. Reid, with several Scotch capitalists, established at Portland the Oregon and Washington Mortgage Savings Bank, the first savings bank of deposit in the State. This financial institution, with its predecessor, made loans averaging \$650,000 a year until 1881, when they had \$3,700,000 at interest, and not a dollar had then been lost by bad debts. In 1876 Mr. Reid's friends organized the Dundee Mortgage Company with a capital of \$500,000. For three years this company loaned \$750,000 per year. With it in 1880 was consolidated the Oregon and Washington Trust Investment Company, the united capital being increased to \$5,000,000. In 1882 he established the First National Bank of Salem, and was appointed its president. During the following year he organized the Oregon Mortgage Company. The great confidence reposed in Mr. Reid's sagacity and honesty can be best realized from the fact that from May, 1874 to June, 1885, he had made more than 5,000 loans, amounting to \$7,597,741, of which \$6,000,000 consisted of Scotch capital. The losses incurred in handling this large sum were very small, and it is doubtful if in the financial history of this country, any equal amount, used in the same way, was ever so judiciously or profitably managed.

In 1881 Mr. Reid organized the Salem Mills Company, and in 1882 formed a company with a capital of \$200,000, called the City of Salem Company, which first introduced into Oregon the gradual reduction system of milling. This company erected at Salem the largest brick mills in the State, having with the hydraulic use of the Santiam river, an estimated 3,600 horse power. In 1884 he organized and established the Portland National Bank, of which he has since been president.

Soon after his arrival in Portland, Mr. Reid, in connection with Captain A. P. Ankeny, organized the Board of Trade of Portland, and was its active secretary for a period of six years. Shortly after the creation of this commercial body he appeared before both houses of the legislature, and strongly urged the passage of the first Oregon Immigration act, and it was largely through his efforts that the first State Board of Immigration was created. Of this body he was also appointed secretary, holding the position for three years. During this period he wrote several pamphlets describing the resources of Oregon, which were translated into Flemish, German, French, and Spanish, many thousands of them being circulated at the Paris and Philadelphia expositions of 1876.

The present railroad system of the Pacific northwest owes much to Mr. Reid's enterprise and energy. In 1880 he conceived the idea of constructing a system of narrow gauge railroads in Western Oregon with its terminus at Portland, and was one of the organizers of the Oregonian Railway company, of which the Earl of Airlie was made president, and Mr. Reid local president. The construction of this system met with great opposition from rival railroad companies and the city of Portland. In the fall of 1880, 118 miles had been completed, but when Mr. Reid proposed to locate his terminus on the public levee of Portland, the citizens made a most vigorous fight against the project. The fight was taken into the halls of the Legislature, in the session of 1880, where, after considerable opposition, a bill was passed by a two-thirds vote of the senate and house, over the governor's veto, entitling Mr. Reid's company, which at that time was very popular with the farmers of the Willamette valley as an opposition road, to permanently occupy the public levee of Portland for its terminus and depot grounds. The road was then completed for a distance of 163 miles, and

had its road bed graded to a point within eleven miles of Portland at a cost of \$2,000-000, where its further extension to the city was stopped by the Scotch owners of the enterprise, who, despite Mr. Reid's opposition, leased the road to the Oregon Railway and Navigation Company for a guarantee rent of seven per cent. upon its paid up stock for a period of ninety-six years, whereupon Mr. Reid withdrew from its management. In 1884 the Oregon Railway and Navigation Company repudiated its lease, as Mr. Reid had predicted it would, upon the ground that the Legislature had not authorized the lease. Much litigation followed, and finally the court appointed a receiver. In the meantime the road had not been completed, and the grant of the levee by the legislature had expired. Residents of the Willamette valley who would be greatly benefitted by the completion of the road, now appealed to Mr. Reid to again take hold of the enterprise. At their urgent solicitations he again applied to the Legislature for another grant of the forfeited levee, and undertook to complete the road from the place abandoned in 1881 to Portland. The bill which was introduced for this purpose led to another severe legislative contest, the City Council of Portland and the Scotch owners of the former road being bitterly opposed to the scheme. Notwithstanding their opposition, however, the grant was passed in February, 1885. Mr. Reid had previously incorporated the Portland and Willamette Valley Railway Company, and at once commenced the construction of the road from the uncompleted portion built in 1880 and 1881, and had the entire system finished to the terminus on the levee in Portland in November, 1887. This road, in which Mr. Reid has been so largely interested, has been of immeasurable benefit to the farmers residing in the fertile valley of the Willamette. Its existence is almost wholly due to his energy and persistence, and partly to the investment of his own capital. He is Vice President of the road, and its successful operation and its direct benefit to Portland, have vindicated Mr. Reid's judgment, and in a great measure silenced the opposition it originally encountered.

Mr. Reid's success in railroad projects caused the citizens of Astoria in the spring of 1889 to solicit his services to finance and build the Astoria & South Coast railway from the mouth of the Columbia at Young's Bay to the Willamette Valley, which the Oregon & California Railroad, with a land grant since forfeited, had failed to accomplish during the preceding eighteen years. Knowing the opposition he would encounter, Mr. Reid for three months declined the task; but after continued pressure from Astoria, and in person selecting his own route across the Coast Range, and ascertaining the location thereon of valuable beds of coal, iron stone, cedar and fir timber, he in July, 1889, undertook the responsibility of financing for and building that road, and became the president of the company. In December, 1889, he had fifteen miles of track laid, and twelve more miles graded. He then proceeded to New York, where he obtained propositions from railroad capitalists to supply the necessary capital to complete the construction of the 100 miles (including the Seaside Branch) from Astoria to the Southern Pacific company's line in Western Oregon, and turn the road over, when constructed, to such New York capitalists in conjunction with himself.

So much for a bare outline of the career of Mr. Reid. It leaves untold many, very many, of the directions in which his aggressive energies have found outlet; it gives only a few salient facts in a life crowded with events and crowned with rare success. Enough has been told to prove that he is a man of undauntable will and perseverance,

and a sagacious financier. He is a man of remarkable energy, and his capacity for work seems almost unlimited. Always active, ever-on-the-move and apparently never tired, it is a wonder to his friends when he finds time for needed rest. His main power seems to lie in the unconquerable spirit of perseverance with which his plans are pursued. If one path to a desired end is closed, he seeks another; but the object on which he has fixed his eye is never abandoned. He extracts pleasure out of work and appears most happy when organizing the business details of some great enterprise, really enjoying the task for its very complexity.

Mr. Reid was married in December, 1867, to Agnes, daughter of Alexander Dunbar, of Nairn, Scotland. They have had five children, of whom two are sons, born in Scotland, now twenty and eighteen years old, and three daughters, born in Portland.

MACKENZIE, DR. KENNETH A. J., was born in Cumberland House, a Hudson Bay Company post in Manitoba, Canada, Jan. 13, 1859, and is a son of Roderick and Jane Mackenzie. He is of Scotch descent and representative of a well known family of Ross Shire, Scotland, the old families of Langwell and Aldy, earls of Cromartie and Brahan, being a branch of the Mackenzies.

Roderick Mackenzie, his father, was for many years Chief Factor in the Hudson's Bay Company service and is now one of its retired officers, living at Melbourne in Eastern township, Canada. He is a man of great purity and strength of character, widely known and respected for his integrity and who made a deservedly high reputation for rare executive and business ability. His wife, Jane Mackenzie, is also a descendant of an ancient family of Ross Shire, and a woman of many graces of mind and heart.

At the age of seven the subject of our sketch was sent, with an elder brother, to Jedburgh, Roxburghshire, Scotland, where he entered the Nest Academy, an old and celebrated preparatory school. Here he remained for several years and until he had completed the prescribed course of study necessary for admission to Edinburgh University, which renowned institution he was about to enter when the sudden and unexpected death of his brother caused him to return home and occasioned an entire change in his plans. Even at this time, however, he had determined to enter the medical profession and his subsequent education was directed toward this end.

After his return home his preliminary education was continued at the High School, Montreal, and at the Upper Canada College of Toronto. In 1876, he began the study of medicine at McGill University, Montreal, where, after a course of four years, he graduated with the degree of M. D., C. M. Being at the time under age and desiring to further prosecute the study of medicine, before beginning the active practice of his profession, he went to Edinburgh, Scotland, and attended the Royal College of Physicians and Surgeons. After receiving his degree from this institution he was about to enter a competitive medical examination for admission to the India Medical service, but he was persuaded to abandon this course upon the advice of Surgeon General Alexander Anderson, a relative, who had passed twenty years in India. At this time his father, through correspondence with Donald Macleay, of Portland, had obtained information which led him to believe that this city offered a good field for the practice of medicine.

This was impressed upon his son and was the cause of his final location in Portland. After leaving Edinburgh, Dr. Mackenzie spent a year in serious study in the London Hospital and Medical College, and University College Hospital, London. From there he went to Paris, Berlin and Vienna and at these different cities by study, observation and practical experience, largely added to his knowledge of medicine and surgery. At Vienna he spent nearly a year in a large general hospital practice, following the clinics of the most eminent specialists in that renowned medical center. This valuable experience was followed by a few months of general travel in Europe, when he returned to America and with little delay came to Oregon, arriving in Portland in the winter of 1882.

Dr. Mackenzie at once entered upon the practice of his profession in his chosen field and from the beginning his success was such as to give him a high place among the city's ablest and oldest practitioners. His reputation as a skillful physician and surgeon has steadily increased and at the present time he enjoys a most extensive and remunerative practice. Among his professional brethren his talents and attainments are universally recognized and conceded to be of high order, their recognition of his merit and ability having been shown on many occasions. He is a member of the Oregon State Medical Association, of which he was elected president in 1887, an honor never before accorded to one of his years. He is also a member of the Portland Medical Society, and, as far as his time and professional duties would permit, has sought to make it an instrument to advance the tone and character of the local profession. For many years he has been one of the surgeons of St. Vincent Hospital. He is consulting surgeon of the Union Pacific railroad, associate surgeon of the Northern and Southern Pacific railroads, and professor of the Theory and Practice of Medicine in the Medical School of the Oregon State University. His contributions to medical literature have pertained mostly to surgical subjects. Among the subjects treated especially deserving of mention are "Surgical Treatment of Empyema," and "Lateral Curvature of the Spine," which were published in the transactions of the Oregon State Medical Association.

Dr. Mackenzie was married, in 1885, to Cora Scott, a daughter of Pliny Hardy, a well known lawyer of New Orleans and a comrade of Pierre Soulet, a distinguished statesman of Louisiana. They have two children, Ronald and Jean Mackenzie.

Few physicians make such rapid advance in their calling as is illustrated in the career of Dr. Mackenzie. His success may be largely ascribed to his natural love for his profession, his earnest and exclusive devotion to his work and the most careful and thorough preliminary training. Added to the advantages of instruction under the best medical teachers of Europe, he has been a close student and a hard worker. When he entered upon the practice of his profession he was thoroughly prepared. There was nothing superficial about his knowledge, and when he began to treat diseases and perform surgical operations his skill was quickly recognized by results. Confidence in him, both in the profession and among his patients, was thus early established and his subsequent career has only increased that confidence and added to his reputation.

His practice has been general in character, but has embraced some of the most difficult cases in surgery, a branch of medical science for which he has evinced a high order of skill and in which he has performed some very successful operations.

His income from his practice is large, and by prudent financial management he has already gained a modest competency. He takes deep interest in sanitary and charitable work and in many practical ways has done much to advance both. Personally he is a gentleman of pleasant and winning manner, has a wide circle of close and intimate friends, and in the social life of Portland is a prominent figure. In a profession where distinction usually comes late in life, Dr. Mackenzie has, while yet young in years, attained to a position in the front rank among the physicians of Oregon—an achievement which, with his strong vigorous intellect, united to a rugged constitution, permitting an unusual degree of mental and physical exertion, gives abundant reason to believe that a career of still greater usefulness and still higher honor await him in the years to come.

OATMAN, HARRISON B., of Portland, was born in Courtland county, New York, February 25, 1826. His father, Harvey B. Oatman, died one year after the birth of our subject. One year later he accompanied his mother to Bellevue, Huron county, Ohio, where the family remained ten years and then settled in West Liberty, Ohio. Here they remained four years, after which they removed to Elgin, Illinois, and a few years later to Ogle county, in the same State. The latter place was at this time a new country and here Mr. Oatman commenced life on his own account as a farmer on land obtained from the government. On December, 25, 1847, he was married to Miss Lucena K. Ross, a most estimable lady, who from that day to the present time has not only shared his fortunes, but has been a most excellent wife and mother and in its highest sense a worthy helpmate and companion.

He remained at Ogle until the fall of 1852, when he removed to Des Moines, Iowa, and the following summer (1853) with his brother, Harvey B. Oatman, and their families, started on the long journey across the plains to Oregon. After several weary months of traveling they arrived in the Rogue River Valley, in the fall of 1853, and here the two brothers and their wives took up a claim of 640 acres to which they were entitled under the donation act, near Phoenix. The old wagon which had survived the journey of more than 3,000 miles was placed on the line dividing the respective claims and served as a place of habitation until a log cabin could be erected, and in this primitive way they commenced life in Oregon.

For fourteen years following Mr. Oatman remained in the Rogue River Valley engaged in farming, mining and merchandising. He was a part owner of the mine of the "49" Mining Company in Southern Oregon, retaining his interest until after he had located in Portland. He also established the first store in Phoenix, which he successfully conducted for some time. Numerous incidents occurred during the period Mr. Oatman resided in Rogue River Valley illustrating the dangers of pioneer life in Oregon at that day. Perhaps the most thrilling incident in his experience occurred on September 25, 1855. On the preceding day Mr. Oatman, with Daniel P. Brittain and Calvin M. Field, started from Phoenix, each with ox teams and a load of flour destined for Yreka, California. Camping the first night near the foot of the Siskiyou Mountains, the train started up the ascent in the morning, Mr. Oatman in the lead. When within 300 feet of the summit the party was fired upon by Indians. Field and a young man by the name of Cunningham, who was passing at the time, were killed, Mr. Oatman alone escaping of those attacked, as Mr. Brittain,

who was in the rear of the party had not reached the scene, but having heard the shots fired in the vicinity of the men in advance, fled down the mountain to the Mountain House, three miles from the place of attack. Mr. Oatman, although within sixty feet of the guns, miraculously escaped unhurt and fled to the Mountain House for assistance. Before leaving, the Indians killed thirteen of the oxen, the remainder of them escaping. The attack was without provocation and the first in a series of Indian outrages which led to the greatest Indian war known on the Pacific Coast, which raged along the Columbia, around Puget Sound and in the region of Rogue River, from the fall of 1855 to the summer of 1856. No less than 4,000 warriors were at times in arms against the whites, and only a lack of hearty and intelligent co-operation on the part of the hostiles saved the outlying settlements from total annihilation, and the more populous communities of the Willamette Valley from all the horrors of barbaric warfare.

The first years of the war of the rebellion passed without far away Oregon experiencing much of the hardships of the great struggle. But as it grew in magnitude and hundreds of thousands of men were needed by the North to carry on the gigantic strife, the regular troops were withdrawn from the remote frontiers and sent to the front. Oregon, in common with the other States and territories of the Pacific Coast, was left exposed to the hostility of the Indians who immediately after the departure of the troops who had kept them in peaceful subjection, began to assume a warlike attitude and on several occasions were guilty of acts of violence. In this emergency the loyal men of Oregon were called upon to defend the life and property of the people. Mr. Oatman was among those who promptly volunteered for this service and on April 4, 1865, enlisted in the United States Army, to serve during the war, being mustered in at Camp Baker, Rogue River Valley, as first lieutenant of Company I, Captain F. B. Sprague, First Regiment of Oregon Infantry. The services of this regiment were confined to the protection of the frontier and in operations against the Indians, being actively employed until mustered out July 19, 1867, and supposed to be the last volunteer regiment discharged from service by the government.

Mr. Oatman made a highly commendable record as a soldier, on several occasions being entrusted with important duties which he discharged in such manner as to receive high praise from his superior officers. On October 14, 1866, he was ordered by Capt. Sprague, with twenty-two men from his command, and four Klamath Indians, as scouts, to proceed from Fort Klamath and to scout the country from that point east to Camp Bidwell, California. On the day following the order he started on his mission, and in seven days arrived at Camp Bidwell, 153 miles distant. On the return Lieut. Oatman's command was joined by a small detachment of regular troops, under Lieut. Small, U. S. Cavalry, and on October 25th an engagement was had with a band of Snake Indians, in the vicinity of Lake Albert. In this engagement, which lasted for three hours, the Indians numbering seventy strong, were completely routed, fourteen were killed, more than twenty wounded and fifteen lodges, together with winter supplies for a hundred men were destroyed. For his service in this battle Lieut. Oatman's conduct was highly commended in general orders by Major General George F. Steele in command of the Department of the Columbia, while Lieut. Small in his report of the battle stated: "Lieut. Oatman commanded the line on the left with commendable skill and energy, and the troops acquitted themselves throughout the engagement in the most soldierly manner.

In October, following his discharge from the army, Mr. Oatman with his family located in Portland where he has ever since resided. He first embarked in the grocery business, in which he continued for some two years alone, after which Hon. Van B. DeLashmutt became a partner. The latter was succeeded as a partner by Frank Hackeney, with whom Mr. Oatman remained in partnership about two years. At this time he had become the owner of considerable real estate, and he gave up the grocery business that he might devote his attention to land speculation. In 1872, with Mr. DeLashmutt, he embarked in a real estate and brokerage business. They are still associated in numerous purchases of real estate in and near the vicinity of Portland, owning many acres of very valuable land. Mr. Oatman has been very successful in his real estate speculations, which have been conducted on a large scale, and which already have realized him a large fortune. He was one of the first subscribers to the stock of the Metropolitan Savings Bank, and is also largely interested in the Coeur 'd Alene mines.

As a business man Mr. Oatman has achieved a high degree of success. He started in life with very limited educational advantages, and without the aid or assistance of money or influential friends. All that he has he has acquired by his own exertion, and is a fine type of the so called self-made man, of whom the Pacific slope furnishes so many illustrious examples. He is a man of cheerful, jovial nature, who looks on the bright side of life and believes in extracting all the good out of existence possible and consistent with right living.

Mr. and Mrs. Oatman have had four children all of whom are living. The eldest, James Harvey, is a very prosperous merchant at Bonanza, in Southern Oregon, while the other children, Charles, John and Lucena are living at home with their parents.

BRANDT, JOHN, was born in Lancaster, Pennsylvania, July 4, 1828, and is of German descent, his great-grand parents having emigrated from Germany, and settled in Pennsylvania, in the early history of that State. His father, John Brandt, for several years was engaged in the manufacture of rifles for the United States Government at Lancaster, and was a man of great natural mechanical ability. When the first railroad in Pennsylvania, known as the Old State road, running from Philadelphia to Columbia, and now a part of the Pennsylvania railroad system, was completed, the managers secured a locomotive of English manufacture. This was in the infancy of railroad operations in America, and after repeated failures in putting this primitive locomotive in working order, Mr. Brandt was sent for and speedily accomplished the task. His quick perception of the mechanical principles involved, although in an entirely new field of work, attracted considerable attention and he was soon after appointed master mechanic of the road, which at that time was operated by the State. He remained in this position some eight or ten years, and was then appointed to a similar position on the Cumberland Valley Railroad, and later as superintendent of the motor power and machinery of the New York & Erie Railroad. In 1851 he was made superintendent of the New Jersey Locomotive Works, at Paterson, New Jersey, and in 1853 assisted in founding the Lancaster Locomotive Works, at Lancaster, Pennsylvania, becoming superintendent of the works. He served in this latter position for two years, when he retired from active life. He was connected with

railroading during the incipient stages of its development in America, and it opened for him a field in which his natural talents for mechanics became valuable and were highly appreciated. He died at an advanced age in 1880.

John Brandt, the subject of this sketch, began his railroad career at the age of fourteen as fireman on the old State Road of Pennsylvania. In 1843 he was promoted to locomotive engineer, and so continued until 1846, when he changed to the New York & Erie in the same capacity. In 1847 he was promoted to the position of assistant superintendent of the motor power on the latter road, and stationed at Susquehanna, Pennsylvania. He located, put up and furnished with machinery the first shops at that point to operate the Delaware and Susquehanna division. In 1853 he was appointed assistant superintendent of the New Jersey Locomotive Works at Paterson, New Jersey, to build locomotives for the Erie and other roads. In 1855 he was appointed superintendent of the Lancaster Locomotive Works, of Lancaster, Pennsylvania, where he built a large number of locomotives for the Pennsylvania and other lines. Two years later he was appointed general superintendent of the Cincinnati & Chicago Air Line Railroad. He afterwards filled a similar position on the Chicago & Great Eastern Railroad, now a part of the Pennsylvania system. In 1872, on the resignation of Mr. Joseph Hildreth, as general superintendent of the Oregon and California road, he came to Portland to assume that position, which he has filled ever since with signal ability and to the perfect satisfaction of his employers and the traveling public.

Mr. Brandt's education as a railroad man has been of logical growth, and from early boyhood until the present no other work has interfered with his progress in his chosen field. He is a master of every detail pertaining to his position and its requirements. So thorough is his discipline and so carefully does he watch details that on no line of railroad over which he has had charge has a single passenger been killed owing to mismanagement of those under his supervision. Since his connection with the Oregon and California road he has been hampered by the fact that the road has been heavily in debt, and with an increase in traffic so slow that no expenditure has been justifiable to promote its growth. Under these circumstances his duties have been doubly difficult, and often of the most perplexing nature, but he has never failed to meet every emergency with promptness and wisdom. He has rare executive ability and when he set a line of policy in operation he makes it his business to see that it is carried out, even to the most trivial detail. He is exacting in his requirements of those under him, but is fair and just to the humblest employee. During his long railroad experience no strike has ever occurred among the workmen under him, and if he is exacting and a strict disciplinarian, that he is also kind and considerate is evident from the fact that he numbers among his employes men who have worked under him from twenty to thirty-five years.

Mr. Brandt is large of frame, with a pleasant face, well set off by thick grey hair and expressive brown eyes. Forty odd years of very hard work have left but few marks upon his features, and he looks young enough for many years of usefulness. He is conservative in his views, and carefully weighs and considers every railway question. Hence it is that his judgment is deferred to by many of the ablest men in the railroad business, while his finely balanced sense of justice renders him invaluable as a referee in disputed cases. Few men have had a more valuable experience in railroad management, and none have stronger or more influential friends.

STEEL, GEORGE A., the present Postmaster of Portland, was born in Stafford, Ohio, April 22, 1846, and is a younger brother of James Steel, whose biography appears elsewhere in this volume. At a period when most boys have only fairly begun to lay the foundation for their after career, he was thrown on his own resources. The most limited opportunities were therefore afforded him in youth for acquiring even a practical education. The school of experience and self study have been the chief means of preparing him for the part he was to perform in life's battles. At the age of sixteen he came to Portland, where he first secured employment as clerk in a commission house. In 1865 he was appointed clerk in the Portland Post office, which position he resigned to accept an appointment as secretary of the Oregon Iron Works. He afterwards secured a position in the banking house of Ladd & Tilton as accountant, and was thus employed for nearly five years.

In 1870 he embarked in the wholesale and retail book and stationery business with J. K. Gill, under the firm name of Gill & Steel. This partnership was continued for some time, but finally Mr. Steel assumed sole charge of a portion of the business.

In January, 1877, he was appointed Special Agent of the Post Office Department for the Northwest Coast. He resigned this position in 1879, and accepted the Deputy Collectorship at Portland, which he retained until 1880, when he resigned. In 1881 his name was sent to the Senate by President Garfield for the position of Postmaster of Portland. Vexatious delays occurring, he did not take charge of the office until July 1, 1881, and that was on a temporary appointment, made after the adjournment of the Senate. In October of the same year, upon the reassembling of the Senate, (after the death of President Garfield,) his appointment was made for four years by President Arthur. His term of office expired in October, 1885, at which time the Democratic party was in control of the National Government, and a Democrat was selected as his successor. During his administration the postoffice was admirably conducted. In the management of the most difficult branch of the public service, he succeeded in conducting the office to the general satisfaction of the business public—a task in a city of the size and importance of Portland, requiring a high order of business judgment and rare administrative ability. Prior to the expiration of his term of office, he had embarked with his brother, James Steel, in the fire insurance business, under the firm name of G. A. Steel & Co. After his retirement from the postoffice he largely devoted his attention to this line of business, and his efforts in this direction have been rewarded with a high degree of success. His relinquishment of official life was, however, of brief duration. In June, 1886 he was nominated and elected State Senator for Multnomah County, for a term of four years, a position for which he was admirably fitted, and where his services were highly prized by his constituents.

In January, 1889, Mr. Steel and his brother secured the incorporation of the Metropolitan Railway Company, a corporation created for the purpose of building an electric motor line from Portland to Fulton Park. Of this company Mr. Steel was elected President, and from that time to the present he has largely devoted his time to carrying out the object of the company. Active work upon the motor line was soon begun and energetically prosecuted, and in January, 1890, the line was completed and in operation from G street, thence south along Second street to Fulton Park Power House, a distance of over four miles. This is one of the finest equipped motor lines in the country, and has fully demonstrated the practicability and utility of electricity

as a motive power in the operation of a rapid transit city and suburban railway. It is the intention of the owners in the near future to extend the line to the cemeteries, and finally to Oregon City. The building of this road has made easily accessible some of the most desirable residence property of Portland, which has thus been largely increased in value. The construction of this road was accomplished solely through Mr. Steel and brother, who contributed nearly all the necessary stock, and through many discouragements and difficulties, successfully carried the project to completion. To their enterprise and public spirit, the city is indebted for this valuable transportation system, which is destined to be an important factor in the city's future development and prosperity.

In December, 1889, Mr. Steel was nominated by President Harrison, and speedily confirmed by the Senate, for another term as Postmaster of Portland. This was an honor which came entirely unsolicited, he being in no sense a candidate for the position. His known fitness for the place, and the enviable reputation he had made in the office during his first term, were the considerations which induced his party friends to almost unanimously urge his nomination. His selection was received by the citizens of Portland, without regard to party lines, with warm words of approval, while the press of the city united in commending the appointment. In April, 1890, he entered upon the discharge of his duties, succeeding Postmaster C. W. Roby, who had been appointed as Mr. Steel's successor in 1885.

Mr. Steel has always been an ardent Republican, and for many years has been a well recognized force in the political history of Oregon. In 1876 he was elected chairman of the Republican State Committee, and his able management of the hotly contested election of that year, contributed in great measure to the success of the Republicans—a result which will always have a national significance, as Oregon's three electoral votes decided the presidential contest. For ten years following this memorable campaign, Mr. Steel's services were enlisted in nearly every State campaign, either as chairman or secretary of the State Committee, his ability as a political leader being highly valued by his party.

He was married February 18, 1869, to Miss Eva Pope, daughter of Charles Pope, one of the early settlers of Oregon. He is a member of the First Congregational Church, and is a friend and helper of every worthy cause. In the prosperity which has come to Portland during recent years he has cheerfully contributed his full share. He is a hard worker, progressive and public spirited in his ideas, and one whose entire career has been synonymous with integrity and manliness. He possesses in an eminent degree the qualities most needed in a public official. He is naturally courteous in manner, painstaking in the performance of every duty, and has a high order of administrative and executive ability. During the years of his public life, he has so acted as to leave the impression under all circumstances of being animated by a conscientious purpose to faithfully discharge every trust, regardless of consequences—a record which has firmly established him in the confidence and respect of the public. He is genial and social in nature, easily wins and retains friends, and is deservedly popular throughout the State, while in the city of his home, where he has so long resided and is so thoroughly known, he has justly earned by a life of strict probity and integrity, the good opinion of his fellows.

DUDLEY, WILLIAM LINCOLN, was born at Yreka, California, June 29, 1864. His father, John Dudley, for several years was engaged in the manufacture of woolen goods at Lowell, Massachusetts. He came to California in 1861, and from that time until 1867 was engaged in mining at Yreka. In 1868 he came to Portland, and has since been Superintendent and Manager of the Portland Gas Company, and held the same position in the Portland Water Works Company, until the property was sold to the City in 1885.

The subject of this sketch was educated at the public schools of Portland, graduating from the High School in 1879. In 1880 he was appointed Assistant Cashier of the Portland Gas Company, serving in that capacity until 1887, when he was nominated on the Republican County Ticket as candidate for Recorder of Conveyances for Multnomah County. He was elected by a majority of more than 2,600 votes, receiving the second highest number of votes on the Republican ticket, and has now nearly completed his term as Recorder, his administration having been in every way highly satisfactory to the people, irrespective of party lines. He has recently been nominated by his party for a second term, and as these sheets go to press, the election is only a few weeks distant.

In 1886 Mr. Dudley was the leading factor in the establishment of the Dudley Packing Company. This company manufactures and deals in packing for steam engines, and has been a most prosperous enterprise. A branch office has been opened in Chicago to facilitate the trade of the Company. Mr. Dudley has been Secretary of the Company since its organization. He was also, for some three years, engaged in the real estate business, at one time as a partner with Frank Cartwright, and later with H. Glenn. His success in this line of business evinced rare judgment, his speculations being rewarded with uniform good results, and some of them being peculiarly fortunate, netting him large returns upon his investments.

Mr. Dudley has taken a deep interest in military matters. He has served one term in the National Guards as a member of Company "G," and is now serving a second term, and acting as Secretary of the Company.

A deservedly high reputation both as a business man and as a public officer, has been attained by Mr. Dudley earlier in life than falls to the lot of most men. At the present time he is perhaps the youngest official in the State occupying a position of equal responsibility and importance, and to say that he has proven himself thoroughly competent, is not only the truth, but surely a record of which he has a right to feel a pardonable pride. At an age when most men have barely commenced their career, he is thoroughly established in the confidence and good opinion of the people, which, with his exemplary habits and character, and the possession of unusual good judgment and business sagacity, make him a most creditable representative of the young business men of Portland, and one whose future, judged by the past, is bright with promise.

NORTHROP, EDWARD JAMES, was born in Albany, New York, July 4th 1834, and was a son of Nelson Northrup, long known as a merchant in old Oregon. He spent several years of his early life in school, but when quite young began his business career as a clerk in a book store in Boston, where he remained until 1852, when he came to Portland. Here he entered the general merchandise store of Northrup &

Simonds, of which firm his father was senior member, remaining with them as clerk until 1856, when associating himself with James M. Blossom, he succeeded to the business of the firm, under the firm name of Northrup & Blossom. Through several changes of partners Mr. Northrup continued as leading partner until 1878, when failing health compelled him for a time to retire from business. The house was then under the name of Northrup & Thompson. He then sold out to his partner when the firm of Thompson, DeHart & Co. was established and succeeded to the business which he had for so many years conducted, and which is still continued under the firm name of Honeyman, De Hart & Co. A year's rest fully restored his health and he began business anew as a dealer in hardwood, lumber and wagon supplies, in which he continued alone until a few weeks before his death when he associated with him J. G. Chown and J. Hazeltine. It was while reorganizing his business, after the admission of the partners named, and moving into new quarters that Mr. Northrup met with an accident which caused his death. While busy in arranging his stock, on April 9th, 1883, he accidentally fell through a trap-door, which had been recently cut through the floor, falling a distance of twenty feet and sustaining injuries from which he died a few hours later. The entire community in which he was so well and favorably known was shocked by his sudden death, and the expressions of grief and sympathy were sincere and profound. The public press of the city voiced the sentiments and feelings of all who knew the sterling worth of his character when it said: "He was one of the most valuable of our citizens. He was actuated by a high public spirit, was noted for conscientious devotion to duty in all relations of life, and always bore a part in every movement for promotion of the interest of the community both in a moral and material way. He was one of the men whom the community, which is fortunate to possess them, can least afford to spare."

Mr. Northrup died in the prime of life and at the inception of the grand results of a noble and useful career. As a business man he was noted for a high order of ability, united to energy and strict integrity which made his name stand as the synonym for commercial honor. He was modest and retiring in disposition and had no taste for public life, and although often importuned by his fellow citizens to occupy public positions, he always declined. He, however, was a man of great public spirit, and took deep interest in everything pertaining to the best interests of the city materially or morally. The only political office, we believe, he ever accepted was that of delegate to the Republican National Convention of 1880, which nominated the lamented Garfield.

For many years Mr. Northrup was a consistent and leading member of the Methodist church, belonging to the Taylor street church, where for several years he held the position of trustee. In deeds of charity, cause of temperance and promotion of Christianity, he was a quiet, but earnest and faithful worker. He took a deep interest in the Young Men's Christian Association, and for a long time was one of its active managers. He was long one of the publishing committee of the *Pacific Christian Advocate*, and at the time of his death a member of the Pacific Advocate Publishing Company.

Mr. Northrup was married in 1856, to Miss Frances C. McNamee, who with five children survive her husband. The children in order of birth are: Ada F., wife of C. A. Morden; Clara E., Frank O., Edwin P., and Ellen A. wife of J. Millard Johnson.

Among the active and enterprising men, who in the early history of our city organized its institutions and gave character to its government and commercial affairs, none are entitled to more of honor than Mr. Northrup. Unpretentious, a practical business man, his whole life was passed on a high plane, and the influence he exerted was such as flows from a symmetrical, wholesome and Christian character.

GILL, JOSEPH K, one of Portland's well known business men, was born in Yorkshire, England, in 1841, and is the eldest of eleven children of Mark and Amelia Gill. In 1854 he accompanied his parents to America, locating in Worcester, Massachusetts, where he attended the city schools until he had reached the age of eighteen, when he entered Worcester Academy, continuing at this institution but spending most of his time at work to assist in the support of the family, until he had attained his majority. He then entered Wesleyan Academy at Wilbraham, a preparatory school, with the idea of fitting himself for a collegiate course. While pursuing his studies, however, his eyes failed him, and he was forced for a time to abandon his plan. At Wilbraham he boarded with the wife of Dr. W. H. Wilson, one of the earlier missionaries in Oregon. From her, and also from J. S. Smith and Joseph Holman, of Oregon, whom he met at her home, he learned much of our then young State, which fact added to his having been advised by his physician that a sea voyage might be beneficial to his eyes, led him in 1864, to come to Oregon by steamer. He located at Salem, where he continued his studies at the Willamette University, and also acted as assistant teacher, under Prof. Gatch, then President of that institution. At the end of a year his eyes had become so much improved that he returned to Wilbraham and resumed his studies at Wesleyan Academy. His eyes, however, soon after again failed him, and he was advised by his physician that he must abandon the idea of completing a classical education. Having already become far advanced in the English and scientific courses, he thereupon graduated in these branches in June, 1866, being in the same class with Prof. E. B. Andrews, who recently was elected President of Brown University.

After graduating, Mr. Gill returned to Oregon, where in August following, he was united in marriage to Miss Frances A. Wilson, daughter of the late Dr. W. H. Wilson. At this time he had no intention of remaining in the State, but was induced to take temporary charge of a book store at Salem, owned by Mrs. Wilson. This he did so successfully that he was finally persuaded to embark in business for himself, buying a lot and building a store. He did a prosperous business, but desiring a larger field, he, in 1870, sold out and came to Portland, and in partnership with George A. Steel, bought out the firm of Harris & Holman, and started a wholesale and retail book and stationery business. They remained together as Gill & Steel until 1878, when Mr. Steel retired and Mr. Gill assumed sole control. Since that time Mr. Gill had for one year another partner, and since 1879 his brother, John Gill, has had a partnership interest in the business, the firm being known as J. K. Gill & Co. From the start this house took a prominent place in the commercial affairs of the Northwest, which succeeding years have only made more conspicuous and now thoroughly recognized. From a trade at first principally retail, it has grown to a wholesale and jobbing trade not exceeded by any like establishment on the Pacific Coast north of San Francisco. Mr. Gill was among

the first to recognize Portland's advantages as a distributing point, and during his business career he has contributed his full share towards establishing the present position the city holds as a supply depot for a large extent of country. He was among the first to emancipate the city from its dependence upon San Francisco dealers. He established direct business connection with the largest eastern houses at a time when our merchants almost without exception were being supplied from San Francisco; and from that time to the present has been enabled to successfully compete with San Francisco dealers, making Portland in his line, a depot of supply equal to any point on the coast. Few men in his line of trade are better known or held in higher esteem than Mr. Gill. He has applied himself to his business with a persistency and thoroughness rarely exhibited, and few men in our busy city during the past twenty years have worked with greater industry or more conscientiously. He is methodical to a degree rarely seen in men at the head of an extensive business. He personally attends to every detail, exercising a supervision over every branch of his business, which would be impossible to one without great mental and physical endurance. The business which his industry and sagacity have built up, therefore, represent perhaps more clearly the individual work of one man than any in Portland.

Although he has almost exclusively devoted his time and attention to his business, he has not failed to take a helping part in public enterprises or such undertakings which seemed likely to advance the material interest of the city. He was one of the incorporators of the Columbia River Paper Company, organized in 1884, of which he has ever since been President. He was also one of the incorporators of the Merchants' National Bank, in which he has since been a director, and is also a director in the Oregon Fire and Marine Insurance, and the Northwest Fire and Marine Insurance Companies.

Mr. Gill for many years has been a member of the Methodist Church, and ever since his residence in Portland, has been one of the most zealous church workers. He was one of the incorporators of Grace Methodist Church, and has since served as President of the Board of Trustees, and as Superintendent of the Sunday School.

The domestic life of Mr. Gill has been most congenial and happy. He has a family of six children—one son and five daughters. His son, Mark Wilson Gill, is a graduate of Wesleyan University, and is now associated with his father in business.

Mr. Gill is indeed a most worthy representative of Portland's business community, and is recognized as one of our most valuable citizens. He has won an honorable name for energy, reliability and integrity, while his efforts have largely contributed to the prosperity of his city and State.

MULKEY, MARION FRANCIS, was born in Johnson county, Missouri, November 14, 1836, and was a son of Johnson Mulkey. At the age of ten years he accompanied his parents across the plains to Oregon. The family settled on a donation claim in Benton county and here amid the scenes of the frontier the boyhood of our subject was passed. From his parents was instilled in him a desire for an education and after a brief experience in the log school house, under the tuition of such men as Senator J. H. Slater and Hon. Philip Ritz, he pursued higher studies at Forest Grove, under the guidance of the late Doctor S. H. Marsh. This assistance he supplemented by labors of his own, teaching school during vacations. It was while at school that

the Indian war of 1856 broke out; and although then but a boy of eighteen he joined one of the military companies and remained in service until the Indians were subdued and peace was secured. In 1858, he entered Yale College, having as a companion J. W. Johnson, now president of the University of Oregon. Graduating in 1862, he returned to Portland and commenced the study of law with Judge E. D. Shattuck. While pursuing his legal studies, in 1863, he acted as assistant provost marshal and aided in making the enrollment of that year.

In 1864, he was admitted to the bar, and for some years thereafter was associated as partner with W. Lair Hill, under the firm name of Hill & Mulkey. For his profession he was well equipped, both by thorough preliminary study and a naturally logical and accurate mind, and he at once took rank among the old and leading attorneys of the city. So soon did he acquire a reputation in his profession that in 1866 he was elected as prosecuting attorney of the Fourth Judicial District, while confidence in his fitness for public duties was early manifested by his election in 1867 to represent the third ward in the city council. In 1872, he was elected city attorney for Portland and was re-elected in 1873. Upon retirement from the latter office he became associated with Hon. J. F. Caples in the practice of the law, filling the position of deputy during the three successive terms of his partner's service as attorney for the district.

As a lawyer Mr. Mulkey's reputation steadily advanced, and but a short time elapsed after he began practice until he occupied a place among the ablest men of his profession in the State. Not only was he well versed in the law and possessed a mind broad and quick in its grasp of difficult legal problems, but as a speaker his talents were of a high order compelling the attention of the jury by his earnestness, perspicuity and graceful diction. A legal friend of many years has left the following tribute to his memory which in a measure reveals the esteem in which he was held by his professional brethren of the bar: "He was a man of tireless energy and perseverance, resolutely and patiently working until his object was attained. He had consistency of purpose, prudence and common sense to balance and guide the energy that impelled him. There was no frittering away of his powers upon alien pleasures or pursuits. In court he was a troublesome antagonist, and one to be feared; for if there was a weak point in the case or a flaw in the logic he would mercilessly expose it. I cannot recollect any act of discourtesy on his part, or any word spoken, even in the heat of conflict that left aught of bitterness behind."

Coming to Portland before it had outgrown the proportions of a good sized hamlet he had the business sagacity to foresee that its geographical position and natural advantages would ultimately cause it to become a great and populous commercial centre. His faith in the place induced him at an early day to make acquisitions of property in and about the city, which he subsequently improved with substantial edifices. These improvements added not a little to the development of the city and have since largely increased in value. They show the practical side of Mr. Mulkey's nature and the soundness of his business judgment.

The death of Mr. Mulkey occurred February 25, 1889, at a time when he was in the full meridian of his powers and usefulness and at the height of his successes both in his professional and business career. Throughout the State and the Pacific Northwest, where he was well and so favorably known, his death was indeed lamented.

His life had been marked by unswerving rectitude in every position he had ever filled in public and private and the public press and the bar of which he had so long been an honored member, expressed in feeling terms the loss of this high minded, public spirited citizen.

He was married in 1862 to Miss Mary E. Porter, of New Haven, Connecticut, who still resides in Portland. They had two sons, Frank, the elder, is an alumnus of the State University and has finished the first year at the law school connected with the University; while the younger, Fred, is being prepared to enter college.

SPAULDING, WILLIAM WALLACE, was born at Chalmersford, Massachusetts, near the city of Lowell, in 1839. He is of English descent, his ancestors having emigrated from England and settled in Chalmersford several generations ago. His early life was spent at home on a farm, during which period he received a good common school education which was supplemented by one year's course of instruction at an academy in Mount Vernon, New Hampshire. After leaving school he went to Boston, where for four years he was employed in a butcher shop. He then purchased his employer's business and conducted it for a year, when, his health failing, he was forced to abandon it. With the hope of finding a climate more congenial to his health and where he might better his worldly fortune, he and his wife started for the Pacific slope by the way of the Isthmus of Panama, arriving in San Francisco in the spring of 1862. In the following fall he came to Portland, at the time of his arrival not possessing a dollar in the world. Among strangers and without money, with himself and wife to support, his prospects were anything but encouraging, but with a disposition not easily discouraged and a willingness to labor at any honest work which would promise a livelihood, he soon found employment. For one year he was employed by the firm of Allen & Lewis. He then secured a situation in the meat store of A. H. Johnson and at the end of a few years became a partner in the business under the firm name of Johnson & Spaulding. At the end of six very prosperous years Mr. Spaulding retired and for the succeeding fourteen years was engaged in dealing in cattle and pork packing. In these lines he built up a very large business which he conducted with a high degree of success and accumulated a considerable fortune. In 1886, he embarked in a wholesale and retail butchering business which has steadily grown in magnitude until at the present time his annual trade reaches a sum of \$100,000.

For several years Mr. Spaulding has been largely interested in farming and stock raising, owning a farm of 1,200 acres in Asotin county, Washington. He is now engaged in raising and breeding horses, at the present time having one hundred head of horses on his farm, but in former years the raising of cattle was extensively carried on, 2,000 being sold from the farm in 1887.

Mr. Spaulding is a director in the Portland Trust Company, and the Pacific Fire Insurance Company; owns one-third interest in the Seventh Street Terrace tract; is a stock-holder in the Pacific Coast Steamship Company and in several real estate companies, besides being financially interested in numerous minor business enterprises. He is also a large land owner in Oregon and Washington, and in the city of Portland and vicinity possesses several valuable tracts, while in the city proper he owns a number of business blocks. His real estate operations have been conducted on a large scale and with marked success.

Mr. Spaulding has always been a hard worker and a man of the most industrious habits. He has, in truth, been the architect of his own fortune. From the most humble financial circumstances, by diligent work, by making right uses of his opportunities and by honorable business methods, he has risen step by step until to-day he is regarded as one of Portland's most successful business men.

He was married on June 2, 1861, to Miss Heppie L. Ford, daughter of Simeon Ford, an old and highly respected citizen of Boston. Their married life has been one of marked congeniality and happiness. To the devotion, counsel and encouragement of his wife when the way was dark, Mr. Spaulding ascribes the highest praise and to her gives much of the credit for the success he has attained. Uncomplainingly she bore all the hardships of his early struggles and in its highest sense has been a help-mate and companion. They have had but one child, a bright and promising boy named after his father, who was born in 1865, and died in 1877.

MARKLE, GEORGE B. Among the young business men of Portland none have exerted a more powerful influence toward advancing the material progress of the city during the past few years than George B. Markle. The various projects he has been largely instrumental in creating and successfully carrying out, have been far reaching in their wholesome effect upon the prosperity of Portland, and justly entitle him to a prominent place in the commercial and financial history of the city.

He is a native of Pennsylvania, having been born in Hazleton, Lucerne county, on the 7th of October, 1857. Until the age of twelve he received the educational advantages of the private and public schools of Hazleton. He then passed four years in a boarding school at White Plains, New York. His parents removed to Philadelphia, in 1874, and after one year's attendance in a preparatory school in this city he entered Lafayette college, graduating from this institution in 1878. After graduation he was employed in the Anthracite coal mines at Geddo, Pennsylvania, which were owned by the firm of G. B. Markle & Co., his father being the senior member of the firm. In 1880, his father's health having failed, young Markle entered the employ of the banking house of Pardee, Markle & Grier, of Hazleton, Pennsylvania, and also continued with their successors, Pardee & Markle, as representative of his father's interests. In 1882, the older members of the firm retired and the firm of Markle Bros. & Co. was formed, of which Mr. Markle was the managing partner until 1886.

Mr. Markle's desire to locate in the west led him, in the spring of 1886, to make a tour of inspection, which embraced Kansas, Nebraska, Colorado, Utah, California, Oregon and Washington. A careful examination of all this region convinced him that Portland offered the best inducements as a business point, combined with all the advantages of an old settled community, and in the fall of that year he permanently located in this city. He immediately became a factor in the busy life around him, and displayed a business generalship which marked him as a man of unusual power, and gave him a place among the foremost business men of the city seldom accorded in any community to one of his years. A bare mention of the enterprises in which he is interested and largely assisted to organize and place upon a prosperous basis will give an idea of his energy and clear business foresight. With others he organized the Oregon National Bank, of which he is vice president; also the Ellensburg National Bank, the Northwest Loan and Trust Company and the Commercial Bank of Vancouver, being president of the last three corporations named. He was one of the

purchasers of the Multnomah Street Railway; reorganized the company and ever since has been its president. This company owns the extensive system of street railways on Washington, B, Eleventh and Fifteenth streets. He is also president of the Portland Mining Company, owning the Sunset group of mines in the famous Cœur d'Alene district. He was one of the leading spirits in organizing the great enterprise of the North Pacific Industrial Association; purchased the land upon which to erect the necessary building and secured a large number of subscriptions to its capital stock.

One of the most important services rendered by Mr. Markle was the part he bore in the organization of the Portland Hotel Company. Mr. Henry Villard, then president of the Northern Pacific Railroad, began the erection of a hotel in Portland, in 1883, such as the importance of the city demanded. His financial embarrassment, which occurred soon after, put a stop to the work, and for years thereafter, although the lack of a hotel, such as Mr. Villard proposed to erect, was one of the greatest needs of the city, no one seemed to have sufficient courage to undertake the enterprise. It was left to Mr. Markle to take hold of the matter, and in his energetic and practical manner, in a few days a large number of subscriptions to the capital stock of the Portland Hotel Company was secured. The company was soon after incorporated and work began upon the building, which has since been completed, giving to Portland one of the finest hotels on the Pacific slope.

Mr. Markle is also a stockholder and director in the Columbia Fire and Marine Insurance Company, and has extensive real estate interests, including a share in various tracts near the city, aggregating several hundred acres, and in the Portland Addition to the city of Vancouver, Washington.

At an age when most men are only beginning to see their way clear toward the substantial things of life, Mr. Markle has already achieved a well earned success. He not only has the ability to project great schemes, but what is more essential the nerve and energy, the courage and financial skill to carry them to a successful issue. Young in years, strong in intellect, in the full vigor of life, and buoyant in hope and aspiration there can be but a career of usefulness and prosperity before this gentleman, especially in a region where the greatest scope is open to one possessing the prescience to perceive, and the talent to improve the great opportunities the future so abundantly promises.

Mr. Markle is of ordinary height, heavy built with a full ruddy face indicative of good health, and a hearty, robust constitution. He is mature in appearance and gives the impression of being older than his years. He is cool and deliberate in manner, and under the most exciting circumstances would not be apt to lose his equilibrium. He is a man of positive convictions and is not easily turned aside from an undertaking his judgment approves, no matter how difficult the consummation of his scheme may at times appear. It is this quality of persistence, added to the ability of being able to promptly provide means to meet emergencies, which is the strongest element in his character, and to which more than all else is due his success in life.

Mr. Markle was married on June 4, 1889, to Miss Kate Goodwin, daughter of Lieutenant W. P. Goodwin, of the United States Army. They have a fine residence on Portland Heights, which commands a magnificent view of a wide extent of country unsurpassed for great natural beauty.

MOREY, PARKER FARNSWORTH, without great wealth, is one of the most successful men of Portland. As an organizer and conductor of successful enterprises he has no superior in this busy city. A man of untiring energy he possesses the patience to attend to the smallest details provided success depends on them. He has the ability and the courage to make successful those undertakings which a timid, a less confident or a richer man might not dare attempt. He has a genius for inventing. As a manager of men he has few superiors.

Mr. Morey comes of old New England stock. The energy repressed through several generations by the severe quiet of Maine has appeared in all the greater force in this later son. He was born October 16, 1847, at Calais, Maine.

While yet a child his parents moved to Machias, Maine, where his early boyhood was passed. At an early age he began to learn the trade of a machinist. He worked at Bangor and Portland, Maine, and at Boston, Massachusetts, until he was a competent machinist and mechanical engineer.

In 1866, he moved to Placerville, California, where he lived until 1870, being employed most of the time as mechanical engineer. But Placerville was too small a place for such an energetic nature as Mr. Morey's, so in 1870 he moved to Sacramento and obtained employment there in the shops of the Central Pacific Railroad.

There is no better illustration of his inventive genius, and his ability to meet emergencies than his short experience at these railroad shops. In the year 1870 the C. P. R. R. Co. was confronted with the problem of a large surplus wheat crop to move and with but few freight cars with which to carry this crop to tide water. A machinist and a helper at these shops were able to turn out but nine car wheels a day. Mr. Morey, seeing the difficulty very soon made a machine fitted with appliances by which with a helper he, at first, turned out thirty-two car wheels a day. He continued to improve his apparatus until in a very few days he alone, having no need for a helper, turned out eighty car wheels each day. Still further improving his apparatus he, without assistance, turned out one hundred and nine car wheels each working day.

On leaving the service of the Central Pacific, Mr. Morey invented and patented an anti-friction journal bearing. He moved to Chicago and became a partner with A. V. Pitts, under the name of A. V. Pitts & Co., whose business was manufacturing these journal bearings. This invention is now used by the Pullman Car Company, in its palace cars. In the year 1876, Mr. Morey sold out his interest in A. V. Pitts & Co., and bought a number of patents which he took to California. These patents he improved. A steam pump served as a model which he converted into a dredging pump. It was the first dredging pump ever made. With this pump he was preparing to do extensive work in the mines of California, but the failure of W. C. Ralston and the Bank of California bankrupted Mr. Morey's backers in this enterprise and he sold out.

He moved to Oakland and went into the employ of H. P. Gregory & Co., dealers in machinery. While in their employ he came to Portland on business for the firm. At Portland he entered into a contract to put in a hydraulic ram elevator. A large amount of money had been spent in a previous attempt to put in such an elevator, but without success owing to beds of gravel below the surface. After great difficulty Mr. Morey was successful on his contract, although the whole community had predicted failure. Seeing that Portland was not supplied with elevators and that he could be successful in such a business, he obtained sufficient backing and organized the

Portland Hydraulic Elevator Company, for the particular purpose of supplying freight elevators. Mr. Morey has been, since the formation of this company, and is now its vice-president and manager. The success of this company is due almost wholly to inventions of Mr. Morey, making a now perfect hydraulic telescope ram elevator. This telescope elevator is necessary at Portland, owing to the fact that there are several successive layers of boulders and gravel lying beneath the surface. These layers of gravel make it extremely difficult to put in a hydraulic ram elevator unless it be of a telescope pattern.

Mr. Morey has at various times made many valuable inventions. Among his inventions is one for purifying coal screenings, which is completely successful. He and Bessemer, the inventor of the Bessemer steel process, filed caveats in the Patent Office at Washington about the same time. But Bessemer's plan was not feasible and he abandoned it. Mr. Morey secured the patent which he now owns. He has also invented and patented a successful water engine, and a hydraulic pressure valve. The latter is the simplest and probably the most valuable of his inventions. Without springs, adjusted by a set screw, it is invaluable in a water works system for the reason that it acts automatically and allows a large pressure on one side with a smaller pressure on the other. This pressure valve was invented to enable Mr. Morey to operate successfully high pressure water works of which more is said further on.

Mr. Morey has much of the rare quality of inventive genius which has made famous Ericsson, Bessemer and Hoe. He seems to need only the difficulty to surmount it by his invention. Living at Portland his patents have not obtained universal use, as they undoubtedly would had not other matters engaged his attention.

It is these other matters which have made Mr. Morey so well known at Portland and its vicinity.

In 1883, through Mr. Morey's efforts, after considerable opposition, Portland entered into a contract with the Elevator Company to furnish high pressure hydrants for the extinguishment of fires. It was these hydrants which saved Portland twice in one week from the fires at the Esmond Hotel and Coloma Dock. These fires were both of incendiary origin. But for the elevator hydrants either of these fires would undoubtedly have been more disastrous than the Seattle or Spokane Falls fires. The hydrants in extinguishing these fires more than paid the contract price for the whole term of ten years for which they were put in.

The success of the Portland Hydraulic Elevator Company, under Mr. Morey's management, aroused the hostility of the Portland Water Company. This water company with its inefficient service and high rates are now merely matters of the past. For years it had defied public opinion and had escaped legislative and municipal control. It then determined to crush out the Elevator Company.

In 1885, learning of the plans of the Portland Water Co., Mr. Morey determined to carry the war into the enemy's country. Within a very short period he had made a personal examination of the plan of bringing the waters of Bull Run river into Portland. He made his estimates and plans and proposed to the city of Portland for annual payments for twenty years to supply all water, at sufficient pressure to do away with fire engines, and for all municipal needs.

Immediately after the ordinance authorizing this contract had been duly passed and approved, the water company obtained a preliminary injunction from the United States Court restraining the city from entering into such a contract. Pending these

legal proceedings a special session of the Legislature was called to elect a United States senator. Fifteen citizens of Portland, seeing the feasibility of Mr. Morey's plan and that the water company had received its death blow from Mr. Morey, organized themselves into a water committee and obtained the necessary legislation to furnish Portland with water, as a part of the municipal authority of the city. The bill confirming this authority made it impossible for Mr. Morey's plan to be carried out.

Mr. Morey's plan was that the city should pay him \$40,000 a year for twenty years. In return he was to furnish the city with water at sufficient pressure so that the fire engines would have been discarded and their places would have been taken by hose carriages. In addition the city was to have for twenty years, without extra compensation all the water necessary for all other purposes—sprinkling streets, flushing sewers, etc. At the end of twenty years all water for said municipal purposes was to be furnished free forever. The price of water to private consumers was made about half of the rates charged by the water company and the common council were given authority to reduce all rates so established. In addition the city was given the right to purchase, within five years from the date of the contract, all of the Morey Water Works by paying therefor the actual cost, together with an advance of but six per centum on such cost.

Had Mr. Morey's plan been carried out Portland would now be supplied with water from Bull Run river. The water committee has done better than was thought it would or could do. Without disparagement to its management, which has been remarkably economical and efficient, still the fact remains that sufficient time has elapsed to prove that Mr. Morey's plan, under his management would have been far cheaper and efficient for the city and its inhabitants than the water committee's will be even when Bull Run water is brought to Portland.

Without detracting from the praise due to the water committee it is but fair to say that undoubtedly but for Mr. Morey the Portland Water Company would still be the only means by which Portland would be supplied with water, and that the present abundant supply and low rates would not be in existence.

In 1883, Mr. Morey and others organized the U. S. Electric Lighting and Power Company of Portland, Oregon. With his indomitable energy he made this company successful under the most adverse circumstances. With a foresight, which is one of his strong characteristics, he saw the great future for electric lighting which even now is coming to pass. Stockholders might be discouraged and his financial backers despair of success; Mr. Morey neither became discouraged nor despaired—he succeeded. When the electric light company had become one of the best dividend paying corporations for its capital in the State, Mr. Morey saw that its success could not be continuous with the great Willamette Falls, distant twelve miles only from Portland. Finding his opportunity, he entered into negotiations with the syndicate controlling the water power at the falls. Getting the unanimous consent of the stockholders of the Electric Light Company to the measure, that company was merged into the Willamette Falls Electric Company, a new corporation which he assisted in organizing. This latter company, in addition to furnishing electric lights for lighting the streets of the city of Portland and for private purposes, controls the immense water power of the Willamette Falls, at Oregon City. Mr. Morey is the manager and one of the directors of the Willamette Falls Electric Company.

It is this company which will largely assist in making Portland a great and prosperous city. Its wires annihilate distance. It makes the power of the Willamette Falls at Portland as well as at Oregon City. Up to the present time the foundation and operations of this company are Mr. Morey's greatest successes.

Mr. Morey is yet young. His successes are, it is believed, merely an earnest of what he will accomplish in the future. To a somewhat over cautious community he has shown what ability and energy can accomplish. Capital is often timid in carrying out the plans of such a man. Capital has sometimes given but half-hearted support to such an one—it has sometimes abandoned such a man after having promised full support to the end. But ability and energy—what in the West we call “push”—will succeed and does succeed in spite of the timidity and sometimes the greed of mere money. Such men as Mr. Morey are the capital, the wealth of a community whether it be rich or poor. To the rich they mean a greater abundance, to the poor continuous prosperity.

STAVER, GEORGE W., president and founder of one of the largest mercantile corporations on the Pacific Coast was born in Brush Valley, Center county, Pennsylvania, November 18, 1836. He is of German and Scotch-Irish ancestry and was reared upon a farm. Soon after his birth his parents moved to Sugar Valley, Clinton county, Pennsylvania, and remained on the same farm until 1854, when they came to Illinois, but a year later settled near Monroe, Green county, Wisconsin. Here his father, Frederick Staver, still resides, at the advanced age of eighty-one years.

Our subject received from his father a most thorough knowledge of farming in all its branches, long before the era of the present improved farming implements. His education was such as was received at that day in Pennsylvania, Illinois and Wisconsin by the average farmer's boy. Attendance at the district school in winter with three months at the Academy at Warren, Illinois, in 1861, completed his educational advantages; previous to going to the latter institution, however, he taught school for two terms in Green county. He early became interested in and an expert operator of agricultural machinery. He purchased one of the first threshing machines used in Green county, and during the fall and winter followed threshing. He became very proficient in this line of work and before he had reached his majority did quite an extensive business.

While at school at Warren, Illinois, Fort Sumter was fired upon and President Lincoln issued his first call for troops. Young Staver at once enlisted but before his company was ready to enter the service the requisite number of men called for had been secured and its services were not needed. When the second call for troops was issued, in September, 1861, he enlisted for three years in the Fifth Wisconsin Light Artillery. This battery went into camp at Racine, Wisconsin; left for the seat of war in March, 1862, and remained in active service at the front until the close of the war. Its first service was at New Madrid, Missouri, followed by participation in the siege of Corinth and battle of Farmington. On September 3, 1862, it was transferred to the Army of the Tennessee; took part in the battle of Perryville and the pursuit of the enemy to Crab Orchard, Kentucky. It was also engaged in the battle of Murfreesboro or Stone River, occupying the extreme right, and on December 31, 1862, fired the first gun that ushered in this memorable engagement. During the summer of 1863, it was engaged in the Chattanooga and Chickamauga campaign

taking part in the battles at the foot of Lookout Mountain and within the Union fortifications at Chattanooga and Mission Ridge. During this entire period Mr. Staver was in every engagement in which his battery participated. By a general order from the War Department all troops having served two years or more could re-enlist for the period of the war. Under this order Mr. Staver's battery re-enlisted in December, 1863, for three years or during the war. The battery, soon after re-enlistment, took part in the battle of Resaca, and beginning with this battle was engaged almost every day in the Atlanta campaign, until that city was captured, September 6, 1864. In November following, it started with Gen. Sherman's forces on the memorable march to the sea, ending with the siege and capture of Savannah. From this point it marched through the Carolinas and took part in the battle at Bentonville. After a brief rest at Raleigh, the battery marched to Washington via Richmond and Alexandria, and took its place in the grand review of Sherman's army. On June 1, 1865, it arrived at Madison, Wisconsin, where it was mustered out of service. Mr. Staver's record as a soldier was excellent. During the entire period of service he never failed to be ready for duty; was twice promoted and now holds two honorable discharges.

After his return home Mr. Staver purchased a farm in Green County, Wisconsin, and besides engaging in farming, followed threshing for three seasons. In the fall of 1867 he sold his farm, and in the following spring moved to Nashua, Iowa, where he engaged in general merchandizing with S. W. Byers, under the firm name of Byers & Staver. He disposed of his interest in the fall of 1870, and in the spring of 1871, returned to Monroe, Wisconsin, where with his brother, H. C. Staver, he embarked in the agricultural implement business under the firm name of Staver Bros. They soon after bought a half interest in a hardware store with John S. Harper, combining this business with their own under the firm name of Harper & Staver Bros. Two years later H. C. Staver sold out his interest, when the firm became known as Harper & Staver. During these years a very good business was established. They were agents of several large manufacturies of farming machinery, among which was the well known J. I. Case Threshing Machine Company. In 1877 Mr. Staver was engaged by the latter Company in expert work connected with the operation of their machines. So valuable did his services prove, that in February, 1878, he entered their employ as traveling representative, and disposed of his interest at Monroe. In 1879 he came to Oregon as representative of this company to sell a large stock of goods then at Salem. The Company desired to open up trade in this section of the country, and gave Mr. Staver the option of establishing a business, either on a salary or a commission basis. Upon his arrival he was soon convinced that Portland offered the best inducements as a commercial point, and upon his advice this city was selected instead of Salem as the headquarters for commencing operations. The first year he worked upon a salary, but the second year took his pay on a commission basis. In 1881 with W. H. Walker, who had previously been in his employ, he commenced business under the firm name of Staver & Walker. Continued success followed the undertaking, and from the beginning to the present the growth of the business has been most remarkable. At first they handled the agricultural machinery of only one manufacturing company, but at the present time they carry the most complete line of farm, dairy and mill machinery on the Pacific Coast. Their immense warehouse in the New Market block on First Street, extending to Second Street, is one of the largest business blocks in the city, every portion of which is required for exhibiting their large

assortment of goods. Branch houses have been established at Walla Walla, Colfax, Spokane Falls, Seattle and Pomeroy, Washington; LaGrande, Oregon, and Moscow, Idaho. A large force of men is employed, and their yearly business reaches the sum of \$1,000,000. In 1888 the company was incorporated with a paid up capital of \$330,000, at which time the present officers were chosen: George W. Staver, President; W. H. Walker, Vice President and General Manager; Frank L. Brown, Secretary, and G. L. Walker, Treasurer.

The creation of this immense business within a few years has been an incident of rapid growth, conspicuous in the history of the Pacific Northwest. Mr. Staver, with a full knowledge of the requirements of the business, and practical experience in farming and handling farming implements, was perfectly familiar with the needs of an agricultural community, and well adapted to inaugurate the business with which he has been so conspicuously connected. Mr. Staver, however, says that Mr. W. H. Walker, his partner, deserves his full share of credit for the success of this business, and that Frank L. Brown, whom they employed as their office man for years, is entitled to not a little of the honor. Both men are indefatigable workers and of good business sagacity.

Mr. Staver's time and energy have been almost solely engrossed by the demands of his business, and he has had, up to the present time, but little to do with other enterprises. He is, however, a director in the Deep Sea Fishing Company, and stockholder in the Cyclorama Company. For more than twenty years he has been a member of the Methodist Church, and since his residence in Portland has been connected with the Taylor Street Church, in which he is one of the trustees, and one of the most active church workers. He is a liberal supporter of religious and benevolent institutions, and is President of the Portland Hospital, and the Pacific Christian Advocate. He is also one of the trustees of the Willamette University. He was married in 1858 to Miss Salome Wagner, who died in December, 1860. They had one child, a son, Franklin, who resides in Wisconsin. He was married, January, 1866, to his present wife, Miss Sarah A. Thorp, of Clarno, Green County, Wisconsin, and to them three children have been born.

Mr. Staver is a man of large frame, and of strong and vigorous constitution. He is modest and unostentatious in manner, and one whom prosperity has not changed. He has been a hard worker all his life, and has fairly earned the success which has come to him. In the prosperity of Portland during late years, he has been a valuable factor, and the enterprise which he inaugurated promises to be of still greater benefit to the city in the years to come. He is progressive and public spirited, and begrudges no effort that may contribute to the public good.

DURAND, EZRA, was born in Seneca Falls, New York, on March 8, 1833, and is the youngest of a family of thirteen sons and daughters of David and Betsey (Crowell), Durand. His father was a farmer and his early boyhood was passed on a farm. His opportunities for gaining an education were limited to a few winters at the district school. At an early age he left home and went to Worcester, Massachusetts, where he obtained employment in a musical instrument factory. This was followed by similar work in a factory at Norwich, Connecticut. He seemed to have a natural taste for the business, making rapid progress in a thorough knowledge of every branch. At the end of a few years he secured a situation with a Boston firm and traveled all through the New England States, tuning pianos and doing such

other work in connection with musical instruments as the nature of their business required. In later years he was traveling salesman for the well known organ manufactory of Estey & Co., of Battleboro, Vermont.

In 1881, Mr. Durand came to the Pacific Coast, and for a few months was located in San Francisco, California, but in 1882, came to Portland. He soon after embarked in the piano and organ business and from the very start his venture proved to be highly successful. In 1883, he incorporated the Durand Organ and Piano Company, with a capital stock of \$100,000, of which he has since been president and general manager. The business which this corporation has built up within the last few years extends over a vast territory. Mr. Durand has been indefatigable in his exertions and it has mainly been through his thorough practical knowledge of the business and good judgment that such gratifying success has been attained.

Mr. Durand was married in 1881, to Miss Jennie Smith, a native of Illinois. They have recently erected a fine house on Portland Heights which is an ornament to that delightful residence part of the city.

WEINHARD, HENRY, the leading and oldest brewer of Portland, was born in Lindenbroun, Wurtemberg, Germany, February 18, 1830. After serving a regular apprenticeship and working at the trade of a brewer in Stuttgart and other places in Germany he came to the United States in 1851. He first secured employment at his trade in Philadelphia where he remained a year. He then went to Cincinnati and at the end of two years removed to St. Louis, where he remained until 1856, when he came to California and for a short time was located at Sacramento City. In March, 1857, he entered the employ of the John Meney a brewer at Vancouver, Washington Territory, and superintended the erection and fitting up of a new brewery. In 1859 Mr. Weinhard bought the brewery from Mr. Meney, and for some four years successfully carried on the business at that point. In the meantime, in 1862, he bought out the Henry Saxer Brewery, the first established in Portland, and soon after, in partnership with George Bottler, established his present brewery, having at the time a controlling interest in the three breweries in this section of the country. In 1864 he sold out his brewery in Vancouver, and from that time has exclusively confined his operations to Portland. In 1866 Mr. Weinhard bought the interest of Mr. Bottler, and immediately commenced to improve and enlarge the plant, and from that time to the present has constantly been increasing his facilities for meeting the demands of his trade. Refrigerating machines, malt and brew house and cellars are models of their kind, and in their arrangements throughout are as perfect as in any establishment in the country. The buildings are all of brick, and present a handsome and imposing appearance. The brewery occupies a whole square, and is the largest plant of its kind on the Pacific Slope north of San Francisco. In 1870 the output was less than 2,000 barrels, while for 1889 the total output was 40,000 barrels. With the exception of six years, when William Dillenger was a partner, Mr. Weinhard has been sole proprietor of 1866.

Mr. Weinhard was married in 1859 to Louisa Wagenblast. They have two daughters, the eldest of whom is the wife of Paul Wessinger, who is connected with Mr. Weinhard in the management of the brewery. As a business man Mr. Weinhard

has been very successful. He is a member of the Masonic Order, and of various German societies in the city which are maintained for social purposes, and for the relief of distressed countrymen. He is a man of generous impulses, and toward every benevolent enterprise cheerfully contributes. Among his own countrymen his popularity is very great. Every project to advance the interests of Portland finds in him a warm friend.

KAMM, JACOB. No history of navigation upon the Willamette or Columbia would be complete without reciting the part borne by the subject of this sketch. From the time the demands of travel and commerce created business of any magnitude in this direction, down to the present time, he has been more or less prominently connected with this interest, and especially important was the part he bore in the incipient stages of its development.

He was born in Switzerland, December 12, 1823. At the age of eight, with his father, who had resigned his commission as captain in the Swiss army, he came to America. They removed to Illinois, where for a year his father was employed in farming and milling. From there they went to St. Louis, where his father conducted a hotel for some years, after which they removed to New Orleans. Here, at the age of twelve, young Kamm commenced the earnest side of life in a printing office, where he was employed until after the death of his father during the fearful yellow fever epidemic in the summer of 1837.

In the fall of that year with only a few dollars in his pocket, he started for St. Louis. Upon his arrival he secured a position as a cabin boy on a small steamer called the *Ark*. In the engineer of this steamer he found a kind friend, and during several following winters he boarded with his family. It was during this time he secured the principal educational advantages he ever enjoyed, going to school in the winter, and spending much time in studying while on the boat in summer. At the age of sixteen he became engineer's assistant, or second engineer on the *Camden*, and afterwards served in the same capacity on the *Illinois*, *Munga Park*, *Gypsy* and other boats.

He early developed great taste for mathematics and engineering, and improved every opportunity to advance his knowledge of both. While in St. Louis he joined an engineers' association, an incorporated body, whose object was to raise the standard of efficiency of engineers. Before a committee of this order Mr. Kamm, upon attaining his majority, passed a most thorough examination as to the duties pertaining to an engineer; was highly commended for his thorough knowledge and qualifications, and given a diploma as Chief Engineer. With this endorsement, which at that time was considered to leave no question as to proficiency, he soon after obtained a position as Chief Engineer, and for several years thereafter served in this capacity on a number of boats, on the Mississippi and its tributaries, among them the *Ocean Wave*, *Edward Bates* and *Hannibal*. Ambitious to succeed, he over-taxed his strength, and in 1848 failing health forced him to stop working. In seeking to gain his health he was advised that a trip across the plains might be beneficial, and also desiring to visit the Pacific Coast, which the recent discovery of gold had brought so prominently before the public, he determined to make the long journey. In the Spring of 1849 he started with a train, and October 10, 1849, arrived in



Sacramento, California. Here for a short time he worked in a saw mill. He then went to San Francisco, and after spending the winter there, returned to Sacramento, where he secured engagement as engineer on the steamer *New England*, which ran up the Feather River, and afterwards had sole charge, acting as master pilot and engineer of the *Black Hawk*, then running from Sacramento to Marysville.

While in Sacramento he met Lot Whitcomb, who at that time was building the *Lot Whitcomb* at Milwaukie. By Mr. Whitcomb he was engaged to put the machinery in the steamer, and for that purpose came to Milwaukie. Practically alone, he did all the work required, even to riveting the sections of the boiler together. This somewhat famous vessel was launched December 25, 1850, and prominently figures in the nautical history of Oregon. Mr. Kamm was engineer of this steamer until she went to California in 1853. Afterward, with George Abernethy, Hiram Clark and J. C. Ainsworth, he became part owner in the *Jennie Clark*, built at Milwaukie, and the first stern wheeler in Oregon. Mr. Kamm became engineer. Later on they purchased an interest in the *Express* and built the *Carrie Ladd*. In December, 1859, the owners of the *Mountain Buck*, *Senorita* and *Carrie Ladd*, then running to the Cascades; the *Mary* and *Hassalo* plying between the Cascades and the Dalles, consolidated, and formed what was known as the Union Navigation Company. In this company Mr. Kamm was one of the principal owners, but remained as engineer on the *Carrie Ladd*, then running between Portland and the Cascades. In 1860 this company became incorporated under the name of the Oregon Steam Navigation Company, a corporation which ultimately became very powerful, and whose influence on commercial affairs was very great. After the incorporation of this company, Mr. Kamm was appointed Chief Engineer, and served in this capacity for several years, having entire supervision of the construction of steamers and motive power of the two portage railroads at the Cascades and Dalles. He constantly added to his interest in the Company, by the purchase of stock, and but a short time elapsed before he was the second largest stockholder in the Company. Previously, however, he had become largely interested in steamboats on the upper Willamette. Mr. Kamm, with the other owners of the *Jennie Clark* and *Express*, formed the Willamette Navigation Company, which later on purchased the *Rival*, *Surprise* and *Elk*. This company, after establishing a successful business, sold out to the O. S. N. Co. in 1863.

The O. S. N. Co. was rapidly becoming a very successful corporation, when Mr. Kamm, led by representations of those in whom he had perfect confidence, against his own judgment and inclination, was induced to part with his interest in the company, receiving a comparatively small amount for his large interest in what a few years later became the most valuable property in Oregon. This occurred in 1867, after the company had passed through the most trying period of its career and just before its days of great prosperity began.

After disposing of his interest in the O. S. N. Co., Mr. Kamm purchased the *George S. Wright*, which he ran for nearly two years between Portland, Victoria, Sound points and Sitka, Alaska. He then sold her to Ben Holladay, who kept her on the same route until she was lost, and no authentic tidings of the fate of crew or passengers were ever received.

For some six or seven years after the sale of the *Wright*, Mr. Kamm's health was very poor and he traveled extensively to the various health resorts all over the country, without receiving much or any benefit. Notwithstanding his physical condition, however, his ambitious and naturally energetic spirit would not permit him to refrain wholly from business. During this period he organized the Vancouver Transportation Company, in which he has since been the principal owner and president. The *Lurline* and *Undine* are operated by this company.

Besides the enterprises named, Mr. Kamm's energies have found employment in many other directions. He was one of the original stockholders in the Bank of California, organized in 1862, and after its failure, in 1875, assisted in its re-organization, and is still a large stockholder. He is a director in the First National Bank of Portland, First National Bank of Astoria, and the Ilwaco Railroad & Navigation Co. He is also president of the Snake River Transportation Company, which has the steamer *Norma* nearly completed with which it is intended to navigate the Snake River between Huntington and the mining district, a portion of this stream formerly considered not navigable.

Mr. Kamm is a large property owner, in Portland and San Francisco, and has one of the finest farms in Clatsop county. He has done much to improve the architectural appearance of the city of his home by the erection of the well known Kamm block on Pine street, extending from Front to First street. This large block was built immediately after the Villard failure, when even Portland's most courageous and progressive citizens were despondent as to the future of the city. Mr. Kamm's undertaking at such a time did much to restore confidence among the people and was the means of putting into circulation a large sum of money.

Despite a far from rugged constitution, Mr. Kamm has always been a very energetic man and few have worked harder or more persistently. He is now in the possession of a large fortune which his prudence and keen business foresight has made possible in the rapid development which has been going on in the Northwest during the last forty years. Honorable methods have always characterized his business career, and not a single dollar he possesses has been gained by trickery or oppression nor resort to dishonest or questionable means. He has always maintained an unsullied record for honesty, and possesses the absolute confidence of all with whom he has ever had business relations. He is a member of the First Presbyterian Church, and in a quiet and modest way with no desire for display has contributed toward church and philanthropic enterprises and assisted many toward making a start in the world. He is reserved in manner, has few intimate friends, but is steadfast in his loyalty to those in whom he has entire confidence. He is thoroughly engrossed in the management of his private business affairs, and finds his chief pleasure in the pursuit of business.

He was married September 13, 1859, to Miss Caroline A. Gray, daughter of the late W. H. Gray, who came to Oregon as one of the earlier missionaries in 1836. She was born in Lapwai, Idaho, then a part of Oregon in 1840. To Mr. Kamm and wife but one son has been born, Charles Tilton Kamm, who is married and the father of two children, and for several years has been captain of the *Undine*.

WILLIAMS, RICHARD, was born at Findlay, in the State of Ohio, November 15, 1836. His father, Elijah Williams, was then an attorney-at-law in that State, having a successful practice. His mother died when he was six years of age, leaving three sons, Richard, George (Major George Williams, a banker at Salem, and present Mayor of that city), and John, of whom Richard was the eldest. In 1851 his father, who had again married, emigrated with his wife and children to Oregon. The son John was accidentally killed in crossing the plains, and the remaining part of the family reached the Willamette valley in the fall of 1851. They took up their residence at Salem, and continued to reside there, and in the vicinity, until the death of the mother. Richard attended school at the Willamette University until 1856, and acquired a good rudimentary education. After leaving school he started for the mines in Southern Oregon, but on his way there stopped at Corvallis, where A. J. Thayer, afterwards one of the Justices of the Supreme Court of the State, was residing. Judge Thayer was a warm personal friend of Richard's father and family, and he urged the young man to remain at Corvallis and read law with him, to which he assented, and in due time was admitted to practice. In 1862 Mr. Williams located at Salem to practice his profession, and in the latter part of that year married Miss Clara J. Congle, daughter of J. B. Congle, of Portland, a beautiful and highly accomplished lady.

In 1863 Mr. Williams formed a law partnership at Salem with Hon. Rufus Malory, which continued until the latter was elected to Congress in 1866. He was clerk of the Supreme Court during the time, and until he removed from Salem. He was also appointed, under Mr. Lincoln's administration, United States District Attorney for the district of Oregon.

In 1871 Mr. Williams formed a law partnership with W. Lair Hill and W. W. Thayer, present Chief Justice of the Supreme Court of the State, and in February of that year moved to the city of Portland to engage in the business, where he has since resided.

In 1874 Mr. Williams was nominated by the republican party as its candidate for Member of Congress, but owing to an unfortunate split in his party he failed to be returned. In 1876, however, he was again nominated for the office, and elected by a respectable majority over Hon. Lafayette Lane, candidate on the democratic ticket.

Mr. Williams made an able and faithful Member of Congress, and secured a high standing and added great credit to the State of Oregon by his efforts while there. Since returning from Congress Mr. Williams has devoted the principal part of his time to the practice of law, and but few attorneys at the bar have been so frequently employed in active litigation in the courts or achieved equal success. He is a good advocate, and is peculiarly adapted to the successful trial of jury causes. He is usually well prepared as to the law and facts involved in his case, and ready to meet any emergency which may arise in the course of the trial.

Mr. Williams has also been successful, financially. He has made such judicious investments in real estate that by reason of the thrift and prosperity which have attended the progress of the State, and especially the City of Portland, they have secured to him a competency. He is not, however, proud of his wealth, does not attempt to display it in order to gratify empty vanity or use it as a means of oppressing others. Nor does he bestow it for the purposes of gaining the plaudits of the

public, yet he never fails to lend aid to those who are in distress. He has been known to advance liberal sums of money to assist obscure persons who were needy, and at the same time refuse to give anything towards a popular charity. He is reticent and slow to confide in others, but his confidence is free and open when once gained, and his friendships never waver. He enjoys the excitement of trading and making money, but no one can say that he ever falsified his word for personal gain, or committed a dishonorable act, nor would any person presume to question his integrity.

SCOTT, HARVEY W. Although Mr. Scott is editor of our work this does not seem to the publishers sufficient reason for excluding a sketch of his life from these pages. Such would seem to contemporary readers a surprising and annoying omission not only, but by future investigators would be accounted unpardonable.

He was born in Tazewell county, Illinois, February 1st, 1838. As the name implies he is of Scotch descent. The first of his ancestors in America came from Scotland about 1755, and landed at Charleston, South Carolina. His parents were from Kentucky and grand parents from Pennsylvania and North Carolina.

He was brought up on a farm in Illinois, where he soon became inured to a life of severe toil, his earliest recollections being associated with doing farm work in summer and going to school in the winter. His father, moved by a migratory disposition, determined to come to Oregon and in 1852 brought his family across the plains with ox teams. The family first settled in Yamhill county, where it remained a little over a year when a removal was made to Puget Sound, where a settlement was made about twenty miles northwest of Olympia, then an unorganized district, now known as Mason county. Here our subject worked in clearing and making a farm in the wilderness, enduring great hardships and privations. Just as the settlers were becoming comfortably established the Indian wars of 1855 and 1856 broke out and young Scott for the greater part of a year was in active service in the field, continuing to render efficient aid until the Indian disorders were suppressed. This experience was followed by manual labor in logging camps and surveying and at whatever else he could get to do. He was now verging toward manhood and had a strong desire for an education, his opportunities for advancement in this direction up to this period having been of the most limited and indifferent nature. Educational facilities in the vicinity of his home were wanting, and in order to devote himself to study he came back to Oregon in 1857 and for a time attended school at Oregon City and Forest Grove, taking up classical and other studies, pursuing them in his own way and largely without assistance. To maintain himself he at times worked at farm labor by the month and at other intervals taught school. In 1859, he entered upon a regular collegiate course at Forest Grove and graduated in 1863, supporting himself in the meantime by his own exertions, mostly by manual labor.

After graduation he went to Idaho and for one year was engaged in mining and whip sawing. He then returned to Oregon, and in 1864 came to Portland where for a few months he was employed as librarian in the Portland Library. He then sought and obtained a working place on the *Oregonian*. Showing a decided talent for newspaper work, he soon after became editor, a position which, with the exception a short interval, from 1873 to 1877, he has ever since filled.

Such is a brief outline of Mr. Scott's earlier endeavors toward self advancement and the attainment of a fixed and definite purpose. It gives only a few facts in a hard struggle against many and great drawbacks which confronted his youth and early manhood at that period in the history of the Pacific Northwest. It was simply a busy life of work, of severe manual labor on the farm and at whatever his hands found to do. He never hesitated at any task which seemed to lead to the attainment of his plans. As late as 1858 we find him assisting his father in the hard drudgery of making a farm in Clackamas county, twenty miles south of Oregon City, and again in 1860 and '61 engaged in the same work for his father near Forest Grove. It was a life of hard, persistent toil accompanied with many privations, such as fell to the lot of most sons of the pioneers of Oregon and Washington who came here on the advance wave of Western immigration.

As editor of the *Oregonian* Mr. Scott found fitting scope for his tastes and abilities. Without the least previous experience in the practical and complex duties of what is usually first a trade and afterwards a profession, he naturally and readily rose to all the exacting requirement of his work, and so signal has been his success and so thoroughly is his individuality associated with his paper, that his name has become a household word over the entire Northwest, and "within the limits of his influence," says one writer, "is no less familiarly known than Horace Greeley, whose old *Tribune* became his early political pabulum."

Through his journal for the last quarter century he has voiced the sentiments that have largely controlled the State. He has ever seen clearly the advantages of close union and friendly relations with the great national centers of activity, and has appreciated as few have the value to a young community of organized business and the advantages of capital in our State sufficient to undertake the largest enterprises. This has made him a friend to the opening of the country by railroad lines and has led him to seek the overtures of capitalists to fix their seat here.

With a very strong love of the locality and State and a clear perception of the immense natural advantages of Oregon and Washington, he has given the most minute attention to the discovery of the stores of wealth in forest, mines, soil and climate. Nothing could be more complete than the articles prepared at his direction and published in his paper during the last twenty-five years on these subjects. Their influence has penetrated to every farm in the Northwest and is seen constantly in a stubborn loyalty to Oregon, without bluster or braggadocio which is not excelled in any State in the Union. This has largely been taught our people by Mr. Scott. In this respect the *Oregonian* stands unrivalled by any journal in America. In no man whom we have met does there appear more strongly the old classic quality of patriotism, both to State and national interest than in Mr. Scott.

To a certain extent he has so learned the feelings, demands and hopes of the people, that his utterances are the daily voice of Oregonians. Bold and reliant in his utterances, naturally combative, never seeking to conciliate, seldom trying to win by persuasion, he meets with unavoidable opposition, but has usually prevailed. Earnest and sincere in all he does, one whose advance has been gained at the expense of hard, persistent work, he has no patience with pretence and a wholesome contempt for shams, and naturally his manner of thought and writing is fashioned after the lesson of his life. Avoiding all rhetorical art or indirection of language he goes in his

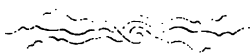
writing with an incisive directness to his object, and commands attention by the clearness and vigor of his statement, the fairness of his arguments, and the thorough and careful investigation of his subject.

In the midst of all his journalistic and business affairs he has found time to pursue literary, philosophical, theological and classical study, and to his constant and systematic personal investigation in these directions, rather than to any institution, is due his great scholarly attainments which long ago placed him among the few men in our State entitled to be called learned.

Personally Mr. Scott is of large stature, strong features and commanding appearance. His brusque business manner is accompanied by the dignity and consideration of the scholarly gentleman, and no man is more highly esteemed by his friends.

The foregoing is merely a brief and wholly inadequate sketch of a career marked by conceded usefulness, and only feebly serves to illustrate a few phases in the life of a patient, steady worker; of one who has no faith in any genius but that genius which owes its existence to persistent, concentrated and methodical labor; nor in any gospel that promises success without unremitting toil.

H. S. L.—O. F. V.



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